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Primrose IV getting under way from Newport. This was the sail she carried for heaving to when necessary.

From Newport to Falmouth in the *Primrose IV*

A Fast Run Across the Atlantic in a Fifty-Foot Schooner

By F. M. GARDINER

WHEN, over a year ago, the present crew of the *Primrose IV* planned a trip across the Atlantic, and asked me to go with them and take charge, it was with keen regret that I had to refuse — and while I was sorry for their sakes to learn, later, that they had postponed the trip for a year, I could not help a feeling of secret satisfaction that they were not sailing without me. And, on June 20th this year, when we took the *Primrose* out for her first trial sail of the year, with relatives of most of the crew on board to give the boat, and all hands, a last "double O," it hardly seemed possible that the next day would see us dropping the fields and rocks of Newport astern, not to see land again until, if our luck held, we had anchored in an English port.

Before starting to tell the daily story of the passage, I want to say a word about equipment and supplies, for half the battle with the elements is won before one leaves port, by having the right ship, the right rigging, the right equipment and the right supplies. In the ship herself we had great confidence. She had been to Labrador the year before, and prior to that had made a good record in the 1924 Bermuda race — so that her seagoing and sailing qualities were well known to us.

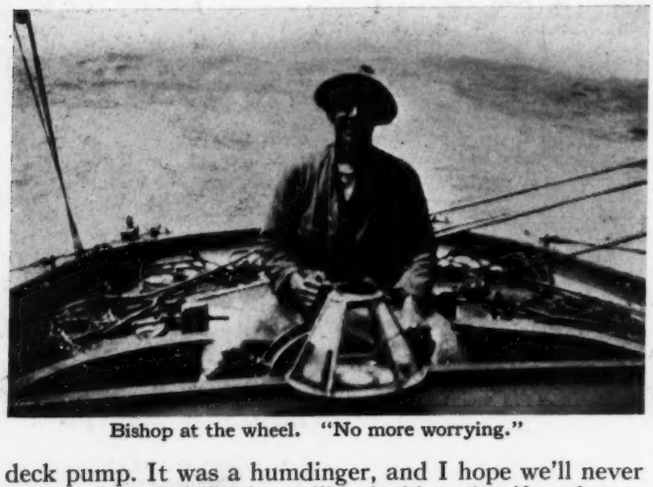
Some of our rigging was rather unusual for a yacht, though I strongly advocate it for any offshore cruising. When you start for sea, whether you are crossing the Atlantic or only cruising around Cape Cod, you want to be prepared for "dirt," and if you are going to tackle 3000 miles of North Atlantic in a small boat, don't let ship mechanics get away with "Oh, that's good enough!"

First to standing rigging. We carried the same as the *Primrose* had last year, but re-seized throughout, and with new and heavier turnbuckles. I am in favor of deadeyes for strength and safety, as I am suspicious of *all* turnbuckles — but then we had an extra stout type of turnbuckle, and deadeyes meant delay. The type we used is the same as the Gloucester fishermen use, as, in fact, was a good deal of our gear.

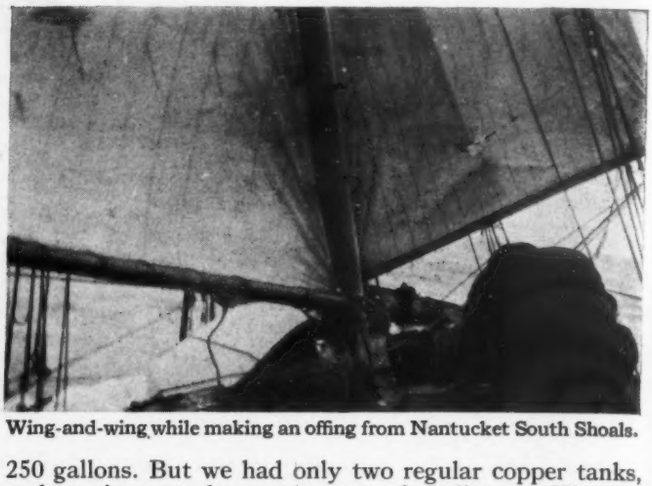
The running rigging was the same as last year for headsails, but oversize halliards and 5" blocks for main and fore, and new main and fore sheets.

We had the following special rigging. (a) Boom tackle rigged for the main boom (and a handy billy for the fore) to hold the boom out against jibing and "riding." (b) The "jiber," a contrivance new to me, but common to Gloucester fishermen, proved excellent in practice. It takes the place of a main (or other) sheet traveller, having a ring made fast on a sleeve. The sleeve can move laterally on a bar, but is held by rubber gaskets on either side from sliding more than a fraction of an inch, these rubber gaskets taking up the shock from the strain on the main sheet. No one, from the point of view of comfort, who has not lain in a flat calm and heard that confounded traveller whang back and forth, can appreciate the relief that our "jiber" gave us — in addition to the safety to gear which is its primary *raison d'être*. (c) Chafing gear. Made from the strands of rope rove onto marlin, called "bagy wrinkle" and looking like nothing so much as the tails of sheep dogs. This stuff we wound round and round the shrouds, where it would do the most good in preserving the spars and running rigging from chafing. The speed with which rigging and gear improperly protected can chafe through and give way under sea conditions is positively appalling. (d) Life lines from the hawse pipes, hip high, through the shrouds and aft to the counter.

We were careful to get an efficient pump — something one doesn't like to think about, but very essential. We installed, just abaft the main cabin on deck, a 3" Edson



Bishop at the wheel. "No more worrying."



Wing-and-wing while making an offing from Nantucket South Shoals.

deck pump. It was a humdinger, and I hope we'll never need its full capacity, for we'll be leaking *some* if we do.

We had a Shipmate stove in the galley, and in the after cabin "Mr. Bogey," a little upright French contrivance that gives more heat per square inch than anything I've yet seen. Ames picked it up at St. John's, Newfoundland, last summer.

The fore and main gaff jaws were lined with rawhide to prevent chafing, and the masts, where the jaws come, were served with copper.

Downhauls were rigged by the ever efficient bosun — single purchase through a block on the end of the main, and another on the end of the fore-gaff to haul down the peak. These are essential when dousing sail in anything like heavy weather. Without them the heavy sails simply refuse to come down. We once actually had to send a man aloft to sit on the main gaff before the mains'l could be persuaded that it was time to come in out of the rain. A special squares'l rig arrived a few days before we set sail, but the makers must have thought they were outfitting a 2000 ton clipper ship, judging from the size of the spar, and its fittings. So we left it at home.

For a small boat we carried a 16-foot fisherman dory lashed bottom up in the port scuppers between fore and main rigging — with oars, rowlocks, etc., stowed inside.

The question of supplies, how much and for how long, was a hard one to answer, but we finally settled on a ration based on the experiences of others, on our own experience, and on lists produced by such well-known establishments as Abercrombie & Fitch, S. S. Pierce & Co., and Keewaydin Camps. We allowed 35 days' regular rations, and 21 days' emergency rations. That meant eight weeks, and I figured if we hadn't reached somewhere by that time we'd have to live on fish and salt water! Our staples were flour, potatoes, sugar, coffee, bacon and milk — in plenty — also quantities of onions. Two years ago, when I was about to take some boys on a cruise, I asked a Boston physician in whom I had confidence, and who had a high reputation as a dietician, what sort of food to take to counteract sluggish bowels. He answered, "Take plenty of onions." We did and it worked! We emphatically did *not* take "salt horse" — not a pound. Why that cast-off of a bygone age should still be considered an essential for ocean cruising stumps me. A few pounds might be used for flavoring, but as a *piece de resistance* I can imagine nothing more ridiculous.

Our two most essential supplies were water and fuel — and each presented a problem not, apparently, heretofore, solved to my satisfaction.

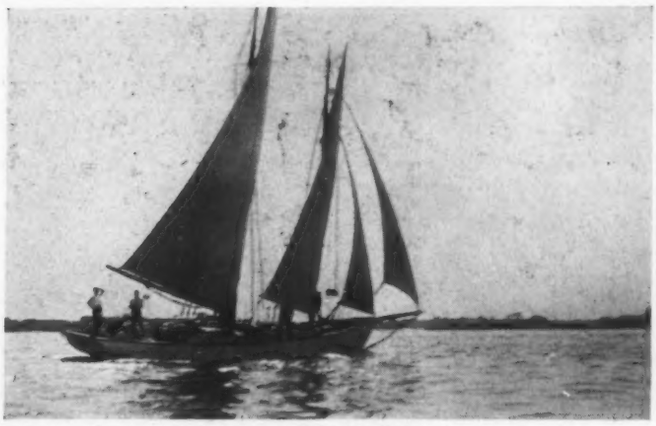
Water: It was not difficult to figure how *much* to take, as a generally accepted allowance appeared to be one gallon per man per day. Allowing that for the regular run, and a little less than half that for emergency, we required 250 gallons. But we had only two regular copper tanks, and no time or adequate space to install more. Wooden casks we were shy of, for water in wooden casks, say what you will, is apt to go bad. We did carry one 50-gallon cask, but before deciding to do so we kept water in it for over a month. As the cask had been used the previous summer without ill effects, and as the water we kept in it did not turn bad, we felt reasonably safe. Even so, when we opened her up after a few days under the Gulf Stream sun, the smell that came out of the bunghole did anything but recommend the contents for drinking purposes. In fact, one member of the crew took a whiff and made a dive for the rail. Later, in cooler latitudes, the water sweetened, and the last few days of the run it was the best water on the ship. But you take the casks, and I'll carry my water some other way. Whether, as one theory has it, cask water goes bad at first and then gets "seasoned" and sweet, or whether cask water goes bad when it is too warm but is all right when the weather is cool, I do not know, nor do I propose, except as an interesting experiment with a non-essential quantity, to attempt to find out.

With two 40-gallon tanks and one 50-gallon cask, we still had to find a solution for at least 125 gallons. I talked to cruisers; designers; ship-chandlers — but nothing was suggested which seemed to fill the bill. Finally, I decided to buy 25 five-gallon, new gasoline tins, and paraffine them! When the tins came, new and shiny, and clean inside, we melted paraffine on the galley stove and poured it in hot — and out again, enough sticking to the inside of the can to protect it from rust. I paraffined 16 and let the others go, on the hypothesis that we would use the latter first, and before they had time to rust badly. It worked to the queen's taste! We only used the water about half as fast as we expected, so that the nine non-paraffined cans lasted over their time limit, and the last two cans contained some rust — but although rust does not attract the eye served in a glass, it does the insides more good than harm. Other advantages of this method were, very easy stowage, no concentrated heavy weight in the ship to cause strain, and ease of disposal of the empty cans, for, when a can was emptied, over the side it went.

Besides our water supply, we carried a small 3-gallon patent distiller — which we never had to use, as we reached our destination with over sixty per cent of our water still intact.

Another problem — but not so difficult of solution — was fuel. In order to get some idea of quantity and type we ran three 24-hour tests; one of "walnut" anthracite, another with briquets — small egg-shaped affairs of pressed coal — and one on charcoal.

Charcoal was too dirty and too bulky — we carried a few pounds, but not enough to count. Anthracite proved to burn 10 lbs. in 14 hours — briquets 10 lbs. in 12



Primrose IV, standing out.

Six hundred miles from shore and 600 fathoms from bottom.

hours. We ended up by taking 500 lbs. anthracite and 500 lbs. briquets, of which we used less than half — only a little over 300 lbs., in fact. The briquets proved to be excellent, giving a quick, hot fire, and burning to a fine ash. The anthracite was not so easy to start, but when we wanted to burn the fire all day, or all night, we found it better than briquets. The procedure, then, was to start with briquets, cook a meal with them, then put on the anthracite "for the long pull."

As a last-moment thought, which proved to be a good one, we threw in three dozen cans of Sterno, and used it repeatedly to heat shaving water, make tea, cocoa, etc., when to keep the galley fire going constantly would have made it unbearable below decks.

Our supply of gasoline for the motor was ridiculous, if we had intended to make much use of it. As a matter of fact, we only used it the last 24 hours of the crossing, when we were baffled by light, and constant, head winds. What we carried (45 gallons) was only good for a little over 100 miles. Of kerosene we took 15 gallons, and used four.

Although we landed with considerably over half our fuel and general supplies untouched, if we had actually been at sea eight weeks we would have come out pretty nearly even.

Our crew for the voyage consisted of five, all told — F. Lothrop Ames, the owner of *Primrose*, Nicholas Biddle, Reginald Bishop, Joseph Roby and myself, three of us Harvard (two being undergraduates) and one Yale '28.

Of the *Primrose IV* herself, she is so well known as not to need much description. She is an Alden-designed schooner, built in 1923, and preceding the later Malabar type this designer developed. She is 50 feet long overall with short ends, 42 feet on the water, 13 feet 3 inches beam and 7 draft. Her rig is moderate, the masts being shorter than in the later schooners by this designer. She has two cabin houses, one abaft the mainmast, over the after cabin, and one between the two masts, over the main cabin. The mainmast thus comes through the deck and not the house.

The story of the voyage can best be told, perhaps, in extracts from my private log, kept during the passage.

Monday, June 21st, 1926. Moored, Lees' Wharf, Williams and Manchester's yard, Newport, R. I.

A glorious day, moderate southerly winds, clear sky and high barometer. We finished stowing about 4.30 P.M., and took a last look around to make certain that everything was ready. So far as we could see, it was. We felt that, in so far as it was humanly possible with what experience we had, and with what we had gathered from the experiences of others, we were as ready at that moment to put to sea as we would be if we waited and fussed around for another month.

It was time for farewells. We had passed the word that we would get under way at 5.30 P.M. The mothers of three of the boys stood at the pier head. Brave mothers those — no word of anything but cheer and encouragement — and yet I don't think any one of them was entirely convinced, in spite of assurances, that she would ever see her son again. I felt, at that moment, a heavier responsibility than I had ever felt before, or ever hope to feel again, and made a vow that, if we didn't "get by," it would be through no carelessness on my part.

At 5.30 P.M., our lines were cast off, we set the foresail and stays'l (called among us and hereafter the "jumbo"), and slid away from the pier, gathering way as we set main and jib and hoisted the ensign to the peak.

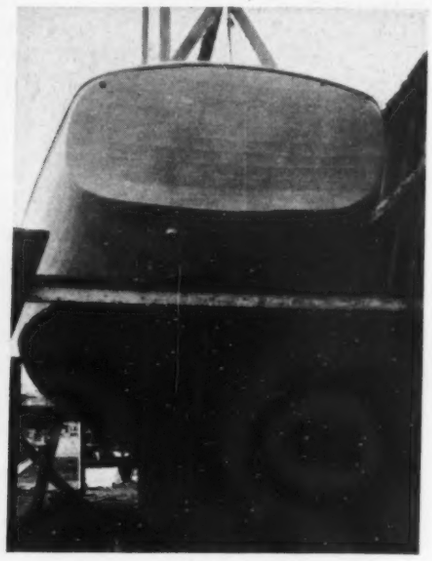
When we got outside, we found a brisk S. S. E. breeze, which meant a beat to windward to Nantucket Lightship — but we didn't care, we were on our way!

Sundown saw us past Brenton's Reef Lightship and stepping along at 6 knots with Charlie Noble's top hat (the whirligig gadget on the galley stovepipe) spinning merrily, and smoke from Cook Biddle's first fire pouring down to leeward. Before long we sat down to a cracking hot supper — all but the unfortunate at the wheel, who had to endure the aroma of good hot food in patience until relieved. No one could have told, from the food, that Father Neptune had got a little the better of Brother Cook, although he admitted later that a moderate dose of seasick remedy would put him in a better frame of mind. It was properly administered to him, and to one or two others, and so far

The pump, and some of the water tins carried on deck—two important items in our crossing. Left to right, Cook Biddle, Bos'n Bishop, Mate Ames and the skipper.

Sailing Day. The last supplies on board.

F. L. Ames, owner of *Primrose*, at the wheel.



Primrose hauled out at Newport.

as I know — except for one day of "rolling calm" when the bosun went aloft to put on chafing gear and came down to spend an hour in the lee scuppers — Father Neptune failed to bother anyone's gastronomic functions again.

Soon after dark, we picked up the flashing light of the Vineyard Lightship, and to weather of it Gay Head, with its red and white blinker. The Vineyard was about dead ahead, and at 10.30 P.M. we passed close aboard of her and stood off on the port tack to the southward. The log says:—"This day ends fine, and clear — moderate S. S. E. breezes, moderate sea. Streamed patent log at 10.30, reading 8.3."

The watches had been set on leaving Newport, and worked out so that each "watch officer" had 12 hours duty one day and 10 hours for each of the next two, with the Skipper on day duty from 8 A.M. to midnight, and the cook on the 4–6 A.M. trick, and relieving at the wheel for half an hour each in the afternoon and evening watches. The 4–8 P.M. watch was "dogged" to shift the watches and allow for supper.

Tuesday, June 22nd, 1926. Not much breeze in the early morning, but freshening by breakfast time. Cook has struck his stride now, and if it had not been for an unaccustomed motion and some architectural discrepancies we might have been breakfasting at the Biltmore. Wind veered to S., barometer 30.14 and dropping — moderate sea. Took some water aboard, and down through the chain pipe and forward hatches, but it was soon mopped up and only served to give us our first taste of salt water. Ship logging between 6 and 7 knots, seas knocking her off somewhat to leeward. On starboard tack since 4.15 A.M.

At noon we were in Lat. 40–51 N., Long. 70–14 W., *i.e.* to the north'ard and west'ard of Nantucket Lightship. We are running on daylight saving time, and plan to continue to do so, setting our clocks ahead an hour on the 60th, 45th, 30th and 15th meridians, respectively, and reaching England on Greenwich Civil Time. This is an unheard of procedure, so far as I know, at sea — but it will give us much later daylight and a pleasant after-supper hour, and evening watch. It will not inconvenience anyone but the navigator, who thinks he can stand it for the benefit of the crew. All hands in fine shape and spirits now, and *mal de mer* a forgotten incident. Another good scheme is the one put into effect on the *Primrose* last summer, which holds good now — hot breakfast, pick-up lunch set out on galley shelf, hot supper. Two thoughtful mothers had presented us with two thermos bottles (one of which has, of course, already been dropped and broken), so that hot coffee will be the order of the night watch without the necessity of a galley fire.

4.50 P.M. Sighted Nantucket Shoal Lightship bearing S. E. × S. about eight miles off, on course S. E. × E. Have to take a "hitch."

7.15 P.M. Passed close aboard Nantucket Lightship, on port tack, and spoke her. Her captain advised he had received radio request to report us, which we have since learned he did.

7.20 P.M. Log reading 44.0. Came about and stood off on starboard tack, course S. E. × E., and took departure from Nantucket Lightship. As we were drawing away she saluted us with three blasts on her whistle, which we answered on our fog-horn, the Lothrop of the fishermen.

8.00 P.M. S. S. *Paris*, bound for New York, passed us with a heavy list to starboard.

Day ends partly cloudy, freshening breeze, cool, moderate sea.

Wednesday, June 23rd, 1926. First day out of sight of land. Actually we had no land in sight yesterday, but it doesn't count until after departure.

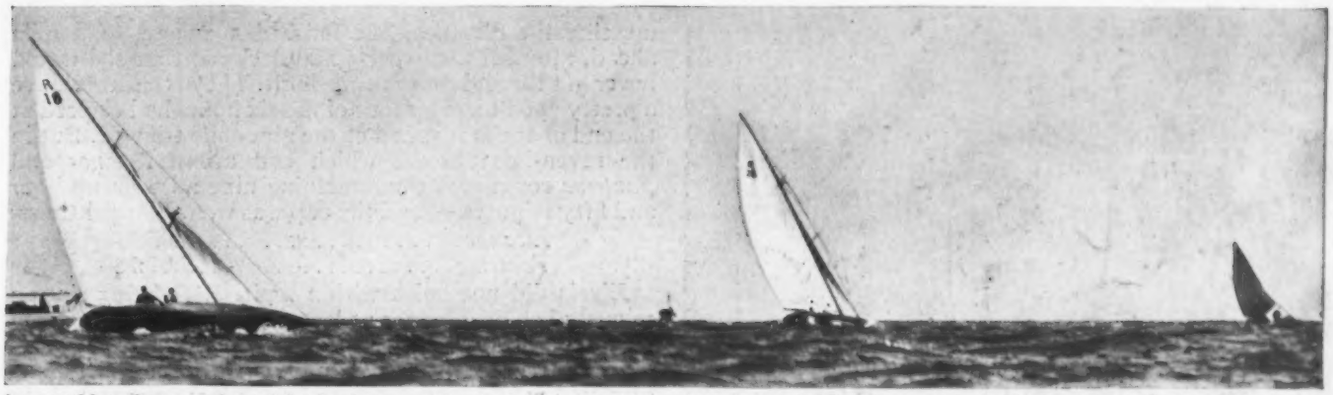
7.40 A.M. Breakfast interrupted by our entry into the Gulf Stream. No one seemed to feel the shock, except the Bosun, who was at the wheel, but he made so much noise we thought we were about to be torpedoed. The "wall" was quite evident and when the temperature of the water was taken a few minutes later, it had jumped from 52° to 68°. Weather overcast, but clearing; wind moderate to light all day, with moderate to smooth sea; barometer dropping and sea getting up in afternoon. Ship under all plain sail; wind S. S. W.

At noon we were in Lat. 40–16 N, Long. 68–04 W. Made good Course 106°, Distance 74 miles from Nantucket, speed 4.8.

Day ends fine and clear; light air, smooth sea, barometer 30.00 and falling at midnight. A note in the night orders says: "Keep sharp lookout all around. Approaching Eastbound steamship lane, steamers may come up astern of us."

Thursday, June 24th, 1926. To-day we got our first taste of Gulf Stream "dirt." The barometer continued its downward trend and in the afternoon it commenced to blow and the wind shifted all around the compass. Heavy rain squalls, heavy gusts, and lulls in between. For several hours we could not set a course that we could keep. About

(*Continued on page 108*)



Approaching the second mark in the first race for the Richardson Cup. *Elyria*, at right, standing for mark, *Eleanor* (center) and *Fantome*.

Canada Wins Great Lakes Championship

Takes Yacht Racing Union Cup in Three Hard Races Sailed on Lake Erie

By C. H. J. Snider

FOR the second time in succession the championship of the Great Lakes, represented by the Richardson Cup, or Yacht Racing Union Trophy, has gone to the purely Great Lakes protagonist, an all-Canadian product designed and built by T. B. F. Benson, naval architect and yacht builder, of Toronto, Ont.

This championship of the Great Lakes is determined every two years by each of the three lake yachting associations selecting a champion for a meeting at a selected point on one of the lakes. For 1926 Toledo, on Lake Erie, was the scene chosen for the conflict, and the three contenders were:

Elyria (formerly *Mebleh*), owned by W. R. Huntingdon, of Elyria, Ohio, flying the colors of the Cleveland Yacht Club, sailed by H. W. Wood, and representing the Interlake Yachting Association of Lake Erie, Lake St. Clair and the Detroit River.

Eleanor, owned by R. S. McLaughlin, of Oshawa, Ont., flying the colors of the Royal Canadian Yacht Club, sailed by Norman R. Gooderham, and representing the Lake Yacht Racing Association of Lake Ontario.

Fantome (formerly *Opechee*), owned by Wm. Faurot, flying the colors of the Chicago Yacht Club, sailed by Keith Previer, and representing the Lake Michigan Yachting Association.

The Yacht Racing Union Committee in charge of the contest consisted of R. A. Luedtke, Interlake Yachting Association; Kenneth Lockett, Lake Michigan; and T. K. Wade, Lake Yacht Racing Association. The *Priscilla*, of the Toledo Yacht Club, was the committee boat. To get open water required a ten mile tow each morning along a dredged channel out to Lake Erie, although the club house is five miles nearer the lake than the city.

For the first race, Sept. 8th, the course was a nine-mile triangle, leaving buoys to starboard, twice around. There was a fresh wholesail breeze from the south. Just before the start, when *Eleanor* was going for the line, closehauled on the starboard tack, she had a run-in with *Elyria*, coming with started sheets. They touched, *Elyria's* mainsail first striking *Eleanor's* rigging, and then *Eleanor's* bow hitting *Elyria's* hull. It was a foul, for which *Elyria* was to blame, *Eleanor* having the rights of the lee boat and the starboard tack. *Elyria* did not drop out immediately, and for five minutes there was a furious luffing match, during which *Fantome*, with spinnaker set promptly on the crack of the gun, drew away from the battling pair. *Elyria* was first over the line, by her own length.

It was a run to the first mark, with spinnakers to starboard, and *Fantome* rounded with a lead of 25 seconds on *Eleanor*, while *Eleanor* had a lead of 58 seconds on *Elyria*, whom she had finally shaken. In the ensuing windward work *Eleanor* overhauled and passed *Fantome* with great difficulty. *Elyria*, standing off on a long starboard tack to keep clear of both of them, either sailed exceptionally well or got a fairing, or both, for when she came around she could lay the second mark with a quarter of a mile to spare. She stood on till to windward of it and to windward of *Eleanor* and *Fantome*, and then eased sheets and withdrew from the race, but ran down to make the reach back home in company with them. As she did not round this buoy she could not be timed, but the honors were hers.

Eleanor led by 15 seconds at the end of the windward work, and barely held her own in the following reach, completing the round. In the second spinnaker run *Fantome* passed her at the buoy, the timing giving two seconds difference. Skipper Gooderham very cleverly swung off and then came at the buoy very sharply, hard on the wind, which kept him out of the difficult position of rounding immediately beside his opponent. He was around very quickly and out from under *Fantome's* lee, and in the following thrash to windward improved his position to a 28-second lead. On the reach for the last leg he held his lead, about 100 yards, although losing a few seconds in time. The elapsed times were:

Eleanor	2:48:57
Fantome	2:49:20

Elyria did not finish, but completed the course in the same time as her competitors. Scores by points, *Eleanor* 3, *Fantome* 2, *Elyria* 0.

It blew around twenty knots from the northwest for next day's race, on Sept. 9th, and *Eleanor* and *Fantome* both reefed. *Elyria* carried whole sail and revelled in it. Of course, whole mainsail on *Elyria* was just about equal to a single reef on either of the others. This race was 3½ miles to leeward and return, sailed twice over, and long ere it started the yachts and crews were thoroughly drenched. *Elyria* threw a lot of spray, but made good weather of it, but the others, with their low freeboard, were shipping solid water which struck on their hatches

Fantome, the Chicago Yacht Club's representative. She is owned by Wm. Faurot.

and cabin-trunks with outbursts of spray, like breakers on a reef, and moved the crews bodily along the deck. *Fantome* was the wettest thing in Lake Erie for the time, not excluding those whaleback iron ore carriers.

Eleanor got the start, but *Fantome* caught her again on the spinnaker run and passed her, near the lee mark. *Elyria* would have been leading the procession had her spinnaker been broken out promptly, but it took a long time to get it into action. After the turn of the mark she went off on one tack, and the other two battled it out; the proper thing to do, for with *Elyria's* score still at zero the decision had to be made between *Eleanor* and *Fantome*. Foot by foot *Eleanor* fought her way up to *Fantome* and passed her. *Elyria* crossed the bows of both of them near the end of the first round, but having one more tack to make to turn the mark, she rounded sixteen seconds behind *Eleanor* but 29 seconds ahead of *Fantome*.

This time down the wind *Elyria* ran well, the whole mainsail helping, and she passed *Eleanor* near the end of the leg, turning the mark 13 seconds to the good. She was a perfect queen in the following windward work, wading out on the others on every tack, and finished almost two minutes to the good. Elapsed times:

Elyria 2:04:48
Eleanor 2:06:38
Fantome 2:08:24

Total score by points, *Eleanor* 5, *Fantome* 3, *Elyria* 3.

In marked contrast Lake Erie was smooth as glass for the race of Sept. 10th, and the wind was only a whisper from the northwest at first, working around to the east and south. The course was again triangular, and the start was at 11.15, with spinnakers to port. *Elyria* surprised everyone by an early burst of slow-motion speed, and for a while had a 50 yard lead, but she soon lost that, and *Eleanor* and *Fantome* drifted out in front, never to be headed. It was the hardest kind of racing, and the least spectacular, but for all her large displacement *Eleanor* floated along faster than *Fantome*. She had a lead of 150 yards, and over two minutes in time, at the first mark, and she kept increasing her lead all the way around the course. When the breeze freshened, towards the end, her lead in time diminished, although she was steadily increasing the distance. She finished a quarter of a mile ahead, after all the experts had declared that she would never get through in the time limit. They seemed to have a pretty good case, for four of the six hours had elapsed at the end of the first round of the nine-mile triangle. But in the seven-knot breeze which had arisen *Eleanor* and *Fantome* completed the remaining nine miles in an hour and fifty minutes — and the cup was won. Elapsed times:

Eleanor 5:05:04
Fantome 5:07:28

Elyria did not finish within limit, 5.15; being sixteen minutes behind Eleanor at last point of timing.

Total score by points: *Eleanor* 8, *Fantome* 5, *Elyria* 3.

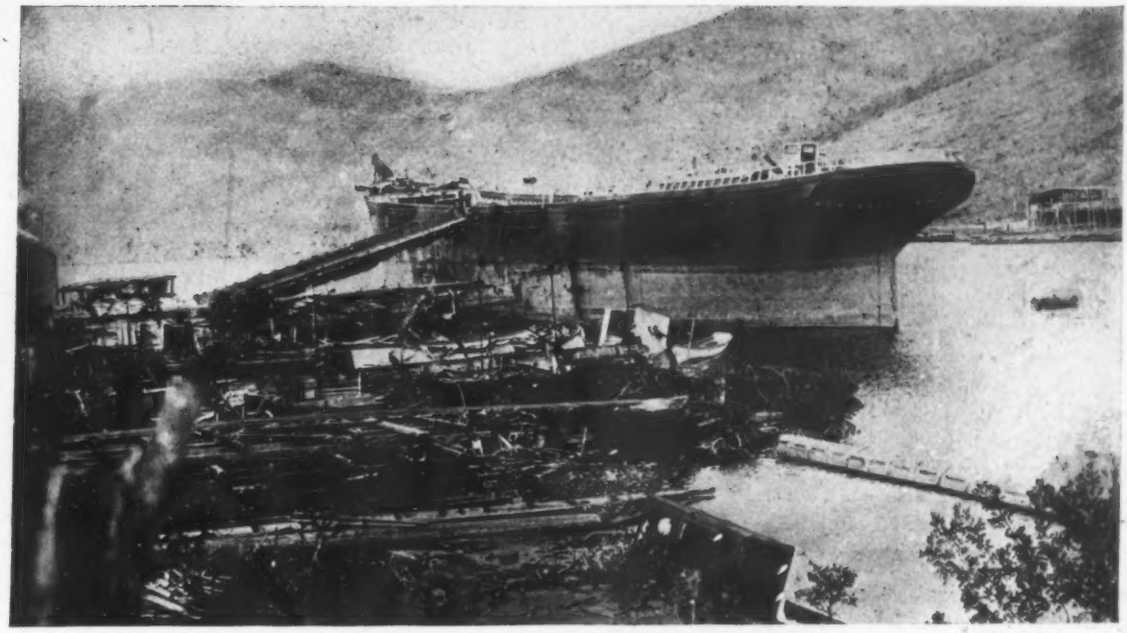
Three more interesting antagonists than the line-up disclosed would be difficult to find. They represented the development of design in Class R graphically. Beginning with *Elyria*, designed by George Owen in 1916, there was the boat with ample freeboard, generous beam, and plenty of room below, the raised foredeck contributing both to buoyancy and sail-carrying ability. *Elyria* is long on the waterline, short over all, moderate in displacement, and small in sail area. Her dimensions are, 37.85 ft. over all, 26.49 waterline, 10,225 lbs. displacement, and 560.68 sq. ft. sail area. Her mahogany hull is finished bright above water, and polished with plumbago below. Her mast has a very slight curve, and one set of spreaders.

Then there was the Anker-built *Fantome*, designed by Burgess, Swasey and Paine in 1924; longer over all than *Elyria*, but not looking it; short on the waterline; low in displacement, and high in sail area. Her cutaway bow and low freeboard makes her forward profile like a galley-beak. She is built of mahogany, but painted in bronze from keel to covering board, and looks, in action, like a highly polished penny. Her mast and boom are painted a pale straw color, and the mast is banded with wire up to the first low set of spreaders. She has two of these, and a head-strut, and a buggy-whip curve to her masthead. She is 39.3 feet over all, 24.72 waterline, 9,914 lbs. displacement, and her sail area is 585.52 square feet, largest of the three.

Eleanor, the Canadian defender, owned by R. S. McLaughlin.

Last word is *Eleanor*, product of T. B. F. Benson, 1926;

(*Continued on page 90*)



The *J. D. Everett* stripped for breaking at Krum Bay.

Krum Bay

By FREDERIC A. FENGER

A NORWEGIAN bark had come in and composed herself at anchor. Much as a little old lady, dressed in the fashion of other days but with a wee touch of the plebeian, hugs her arms, not knowing what else to do with them, she brought her tops'l yards together and became absorbed in her moody thoughts. One could guess, perhaps, what they were. For the tiny windmill near the break of her poop had been working when she stood in. It had kept on working all through the day. And at night one could make out its little white sails still helter-skeltering after one another, catching at the moonlight and making a whirligig of what they caught against the dark Caribbean beyond. Like a fussy little man who is forever struggling to put on his shirt.

On the second day there were continual goings back and forth in the jolly-boat, and one saw that Lloyd's agent was one of the passengers. Then the bark was warped clear of the fairway, over to the quiet waters of Long Bay where her sails were aired and unbent. Soon after, her crew tossed their bags over the side into a couple of bumboats and were ferried across the harbor to a steamer bound for New York. The captain had already taken up his abode at the Grand Hotel where one saw him playing a slow game of Ducks and Drakes, with the ship breaker's money, over many bottles of Danish beer. Only his mate remained aboard, as ship-keeper, he and the windmill, that was doing its valiant best, as long as the trade blew, to hoist up the seeping water from her soggy bilges. Consoling his honest conscience with the beer from the breaker's money, the captain was, for he had brought in his ship from somewhere, to be condemned, instead of laying her among the reefs at Anegada or Barbuda and collecting insurance. He was through, of course; but to see his forthright face, one knew that he had meant to be through honestly, and had provided for that contingency by the savings of the many years he had made his living from the sea. But he was a bit sad and never looked in the direction of Long Bay where the bark sat gaunt and a little lower in the water.

That was in St. Thomas, and as soon as they could arrive at a price, the breaker's price, the little old Norwegian lady would be towed out around the west arm of the harbor, under Water Island, and snugged in to the deep nock of Great Krum Bay where complete disintegration awaited her. A sort of neat anatomical dissection, so carefully managed — one might almost say, tenderly — for here the word "ship breaker" is almost a misnomer, as there is a certain reverence among the Monsantos of Krum Bay for the ships that come to their hands, and their memory. At any stage, almost to the last unbolting of the keel, should some strange fancy impel, the passive victim of their toil could be put together again, plank for plank, just as she was, but with new fastenings and some replacements of timbers too far gone, from other ships' reliquae, and be made once more to walk the high seas. To satisfy the whimsy of some former owner, grown foolishly rich and sentimental, who might have come upon an old love of his mortal dismemberment and wished to bring her back to life. One dreams of such things at the sight of every old hulk a'swinging to the tide or hogging her carcass on the beach.

After the moveable gear has been taken off, the yards will be sent down and the topmasts struck and rigged as shears for pulling out the masts. Deck-houses and skylights will be lifted, *in toto*, and rafted ashore on the spars — if they are wooden, — which in turn will be parbuckled up the beach at the knacker's yard. Then out ballast, and floating high with her deck as bare as a hand and gaping great square openings to her cavernous hold, she will be warped close upon the tiny wharf and a long gangway rigged. Wedges and mauls and crowbars and hacksaws, now, and the long lengths of top rails will come off and be walked ashore. Her figurehead will be introduced to a grand company of other figureheads in the open grove of

The ship-breaker's house.

Krum Bay. The Skipper and *Rosa Y. Isabella.*

coco-palms where the breaker lives and takes his ease at the foot of the bay. Quarter and fife rails, bulwarks right down to the waterways, hatch-coamings, bitts, channels, steering gear, and finally the capstan, which in warping in was the last of her gear to be used. If it is in good condition the poop deck may come off whole, to be jacked up and slid overboard and crabbed ashore where it may be used for the floor of a new storehouse or an addition to the living quarters. There are always new little Monsantos, grándchildren, now, to be provided for. Fastenings are wheeled down the gangway in hand-barrows and the top planks are being wedged off. As often as not, as in the case of honest-built Scandihoovians, like this bark, she may be "rich as mud" in bronze bolts. Tons of 'em!

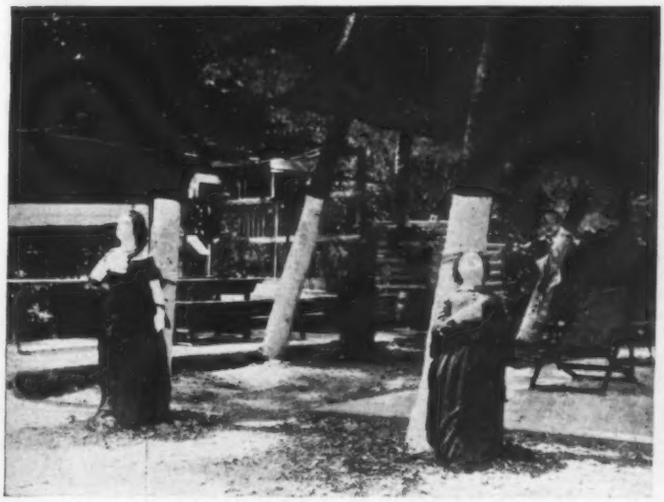
Her skeleton begins to show gaunt, and more gaunt, till the top timbers are knocked away and she gains the semblance of a rakish razee. The middle futtocks now make their appearance, and the copper sheathing is stripped away, each sheet and nail carefully saved. From a razee she has become a long narrow galley. The turn of her bilge is drying now, and there are many places where the copper is torn, or even missing entirely.

And God, what a smell, for the teredos that have gone in like hairs wherever bare wood was exposed to the sea, and grown till they are as thick as your little finger and as long as your forearm, are dying in high stench out of their salty element. Of a calm evening their odor will walk ashore from the narrow bosom of the bay, till the down draft from the hills sweeps it out to sea. Spongy chunks of planking drop with a splash, float for a while till the shelly holes fill, and then sink under a trail of fetid bubbles. For the wood has been water-logged during half a lifetime, or even longer. As the stem and sternpost make top weight they are sawed off at the deadwoods. At last the riders and lining and keelson keep what is left of her backbone from sinking, and it is now grounded where the last bit of dis-severment can be managed in the small tide. So she has passed as a ship, in the reverse order of her fashioning, far from the scene of her birth. But the ghost of her still remains, mingling with the ghosts of many other ships, and one may still find out the parts of her set about in orderly confusion among the honorable parts of her predecessors.

One of the boats in which the crew of the *Lady Joyce* reached Ponce after the loss of their ship.

For a week we had been living a damp life ashore, in true sailor fashion, while our little schooner-home, *Diablesse,* had become a sort of floating night lodging, hardly anything more. Then the Norwegian had come nodding down the trade, her slats of sails rising up from the slopes of Muhlenfels and then showing patched and nigger heeled, as they were braced up for the beat in through the channel. It was her impending fate that brought Krum Bay to mind, and a pressing invitation from the elder Monsanto himself, that caused us to roll up our awnings one afternoon. We could have gone ashore in a bumboat and taken to a splay-wheeled gharry, but we were a bit fed up on gharrys and, besides, our host had insisted that we come in our schooner. So we made easy sail around, through East Gregerie Channel, and lay up for Krum Bay where live the second and third generations of this old ship-breaking family known throughout all the West Indies. Their place lies along the eastern side of a small fiord-like indentation, half a mile deep and scarcely a cable length across, which carries a depth of over three fathoms well into the nock and is largely protected from the sea by Water Island — ideal for the dismantling of old ships. As we stood in, we were saluted by a battery of little rocket mortars mounted on a tremendous baulk along the water front. A real salute, it was, each mortar giving forth an echoing "pow" and belching up a cumulus puff of yellow smoke as the older Monsanto paced along, touching off at every other step. Our thirty-eight-forty answered back in valiant barks, gun for gun.

Leaving our Andros boy to give a Herrin' Choker's furl to the sails, the skipper and the Mate took to the dory. Ashore — one should have gone in gold lace and cocked hats — we found ourselves in a veritable marine



Marie Antoinette and *Marie Spatz*.

Wheel from the *Wemyss Castle*.

Madame Tussaud's. Colonnades of tall coco-palms, their boles white-washed a fathom up, gave the place a festive beer-garden aspect. Or, one might better say that they reminded one of straggling circus tent poles, for everywhere overhead ran ship's shrouds with blocks and bosun's chairs hanging down in which aerial rides could be taken from tree to tree — great sport for the small Monsantos and their friends. One of these trolleys, rigged with a large cane-backed seat suspended from an accommodation ladder yoke — especially contrived for the ladies — fetched into a sort of pavilion tented over with a huge squaresail.

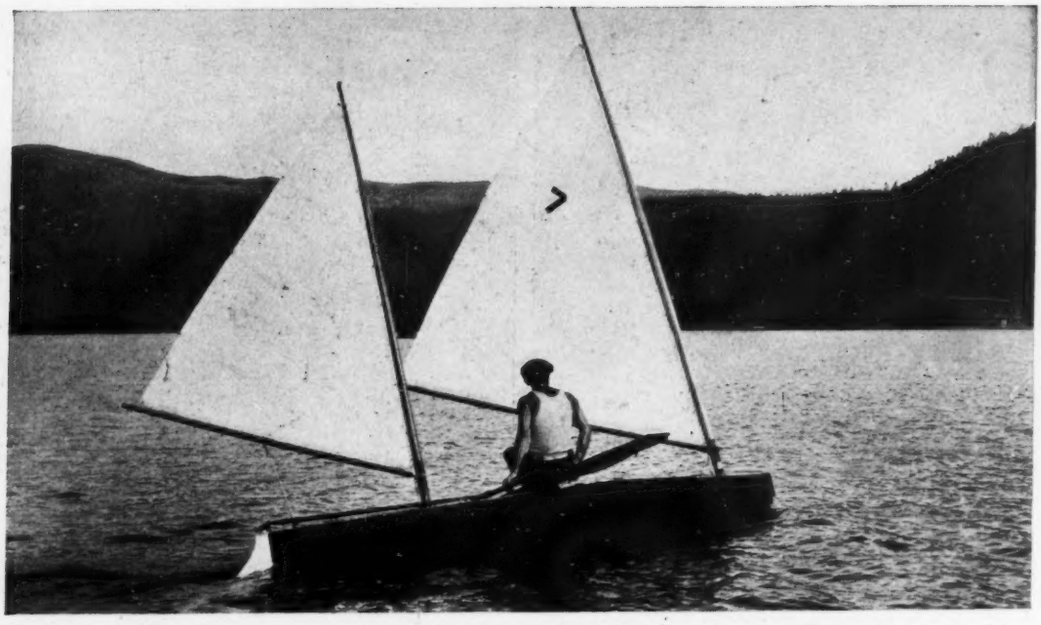
Wherever one looked were life-sized figureheads with their backs fastened up to the palm boles, as though they were victims of some South Sea catastrophe awaiting a savage end. To further the illusion, Minnehaha, from an American bark, strapping and tawny as any island queen should be, stood guarding the outer gate — quite on her own sturdy pins, but headless. Then came Marie Antoinette (French bark) with hand to heaving breast and strand of black, varnished hair athwart her shoulder, still defiant as on her last earthly ride in the lumbering tumbril. Near her, the homely little *Maria Spatz*, hard taken for ever having shown her German crew to such an end, turned her face heavenwards in energetic supplication. *Rosa Y Isabella* — Spanish and short skirted — was a bit more approachable, even coy, and tilted her head quite prettily to the blandishments of the skipper. On the next tree was the bust of *Sir Varnum V. H. Hill*, an English whaler, of austere initials and splendid aloofness, who glanced neither to right nor left among his traditional enemies. One wondered, though, if of a soft moonlit night he might not turn on his shelf — for he was only a bust — to break the monotony of the tree frogs' chirping with a condescending chat. The capstan from an American tea clipper, the *City of Valparaiso*, was made into a merry-go-round with booms steeved up from its bar holes to carry the seats. From its head rose a central pole with the plumed knight's head from the ship *Carlos* atop it. In odd corners were cannon and billet heads and wheels and all manner of picturesque fitments, put to some ingenious use.

Under the hillside ranged the long house of the Monsantos, built — with the exception of the corrugated iron sheeting held down by long stringers upon its pent roof — almost entirely from sections of deck-houses and upper works. It was the main piece, and wore the complete air of being a prosperous beachcomber's abode. Close under the eave trough that drained into a huge ship's tank at the far end of the building was hung an odd pair of bells, one of such curious design that it might have been fished up from the wreck of some ancient carrack. Inside, one walked upon solid decks scrubbed as white as in their palmiest days, with coral sand. For partitions, quaint bulkheads from the cabins of one-time pretentious packets, no more to creak in a laboring sea. All about, were chests with single and double beckets that would be welcomed anywhere as museum pieces. Name boards to designate the various rooms, and tonnage marks on the beams overhead. Medicine chests turned into sewing cabinets and spirit lockers continuing in their former use. In lone state, as befitting the bed of a sea emperor, was the huge teak swinging berth of some captain-owner. It was set athwart the course to the lower islands whence come most of the earthquake shocks.

Towards the nock of the bay was the knacker's yard with landing stages handy for the next job of breaking. But where the integral parts of another ship might be disposed, would be rather difficult to imagine. There was no ground footing — one stepped about precariously as over a bush grown windfall in the northern woods. Masts and yards of iron and wood lay hound by housing just in from the small tide rise. Those of iron were from the *Evelyn*, *Wemyss Castle*, *Edmonton* and *Camperdown* of the more recent four-poster age. Next inboard were huge piles of bolts and iron fittings, head-high. First class scrap-iron worth good money at the top of the market. The remain-

(*Continued on page 112*)

Monsanto's saluting battery.



The devotees of the sliding seat turned out in large numbers at the recent American Canoe Association Meet at Lake George. This is A. Ebbeson, of Chicago, sailing Leo Friede's *Mermaid*.

Happenings of the 1926 Canoeing Season

The Lake George Meet and Other Activities Reveal Renewed Interest in the Sport

By Leroy William Hutchins

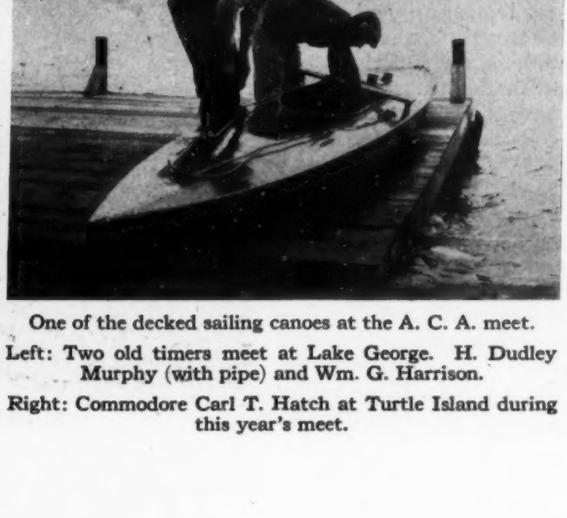
THE 1926 season has been, I believe, the "biggest yet" for canoeing. No comparative statistics are available to prove it — only a "feel of the wind" and the remarks of Old Timers. But biggest or not, it was a successful season and, more important, one of change.

The water went flat for the sailors at Lake George, but they sailed there, not on the St. Lawrence, as for years beyond memory of most of the men. The American Canoe Association, fond though aged parent of the sport, did not arrange and conduct the racing regatta at the Sesquicentennial in Philadelphia, but a new organization, the Middle States Canoe Racing Association, did.

The Eastern Division of the A. C. A. went a hundred-strong to participate in the Lake George Regatta, but before that the clubs of the Charles River formed the Charles River Canoe Racing Association.

Whether these happenings should be diagnosed as growing pains or a "last fling," opinions differ. Canoeing "doctors" of the old school, acquainted with the patient since birth, prescribe a sedative and absolute quiet; the young whipper-snappers, judging entirely by the patient's symptoms of the moment and the iron constitution built up through years of healthful outdoor living, argue that a cathartic and plenty of normal activity, mental as well as physical, will build an aspirant for Tunney's eminence in popular interest.

Fact is that canoeing has proved itself (strange that any "knowing one" should have doubted this). It has proved



One of the decked sailing canoes at the A. C. A. meet.

Left: Two old timers meet at Lake George. H. Dudley Murphy (with pipe) and Wm. G. Harrison.

Right: Commodore Carl T. Hatch at Turtle Island during this year's meet.

Lake George, with its beautiful vistas, proved an ideal place for the meet.

Part of the racing fleet at Turtle Bay, with the mountains for a background.

itself to be a true sport. The participants are held by a variety of interests — the spirit of contest, the desire to excel, the wail of the grandstand, the loneness and freedom of the open water or the secluded streamlet, the independence of single competition with man or the elements, the teamwork of tandem racing or of primitive living with the group. The spectator is thrilled by an aggregate of performances — the beauty and grace of the sailing fleet, the skill of the individual sailor as he bends the wind to his will and drapes himself full-length on the sliding seat, the strain of paddlers as "peanuts" are driven down the course, pure enjoyment of the stunts of the novelty events.

The season of 1926 has proved these things in the manner mentioned: The holding of a large "campers'" meet at Turtle Island in Lake George; the conduct of a successful racing meet at Philadelphia; the formation of the Charles River Canoe Racing Association "to allow the racing members of the clubs a longer season and to determine the championships of this section of the Eastern Division." An even more spectacular bit of proof, particularly of spectator interest, was The *Tribune* Water Carnival in Chicago. The *Chicago Tribune* estimated the number of spectators at 100,000, and, editorially, called on the Park Commissioners to provide more adequate accommodations for canoe racing.

The most encouraging sign of the growth in decked canoe sailing, that branch of canoeing that links it with yachting, is the steady increase of the fleet at City Island. The favorable winds and water of Long Island Sound have attracted a considerable number of the Hudson River sailors, and they are recruiting and instructing. If other canoeing centers having broad reaches of water would do likewise, we might again see, to quote an oldtime sailor, "a regatta with a fleet of a hundred decked sailing canoes, sixty in one race." There has been some discussion, less probably than in former years, concerning the building of sailing canoes larger than the "sixteen-thirties." At the moment, however, and until several of these boats are built and raced, the question would seem to be largely theoretical. The A. C. A. racing rules permit the racing of larger canoes, with proportionately greater sail area, against the standard craft now in use. Hilding Froling, advocate for many years of the "family" boat, has given some proof that it can hold its own with the "racing machine." If any number of decked boats are built, it is certain that, soon or late, some of greater length and beam will be laid down.

Which reminds me: While at the Lake George Meet I overheard H. Dudley Murphy, godfather of the decked canoe, say that he intended to build and sail a larger boat. This struck me as "big news," coming from a man who has sailed the pure racing craft all his life and whose fifty-ninth birthday had just occurred during the championship races, in which he won second place. At the first opportunity I asked him if he really meant what he had said. For a full minute he thought . . . then: "You can quote me as saying that when I get so old that I can no longer ride the sliding seat I shall build and race a larger canoe."

One wonders what the age limit may be for this "raciest" of racing boats, with which athletic ability, quickness, nimbleness and physical stamina, rank with sailing skill and wind reckoning. Another participant in this year's trophy and championship events was William G. (Billy) Harrison, who is, I believe, a year older than Mr. Murphy, A third performer, Frank G. Palmer, is well over fifty, and Leo Friede, champion again this year for the eighth time since 1914, is certainly no youngster.

An indication that some thought is being given to the future of canoeing as a competitive sport was the action taken by the Executive Committee of the A. C. A. at its August Meeting towards gaining membership in the A.A. U. This move may result from a true awakening within the old Association, or it may only be a flash prompted by the assumption of National championship activities by the Middle States Canoe Racing Association. Certain it is that a few A. C. A. members predict that the "Middle

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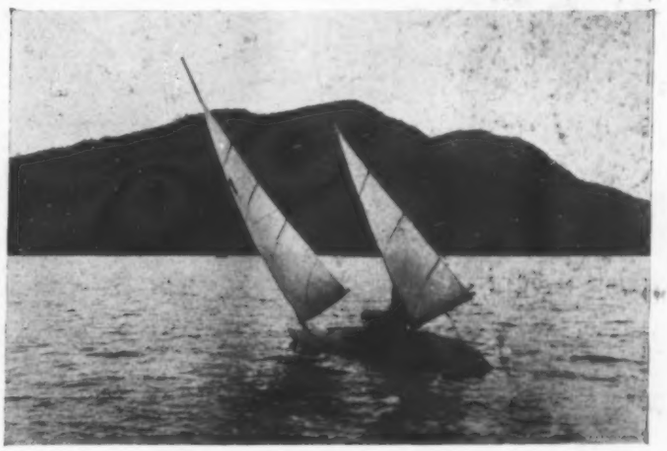


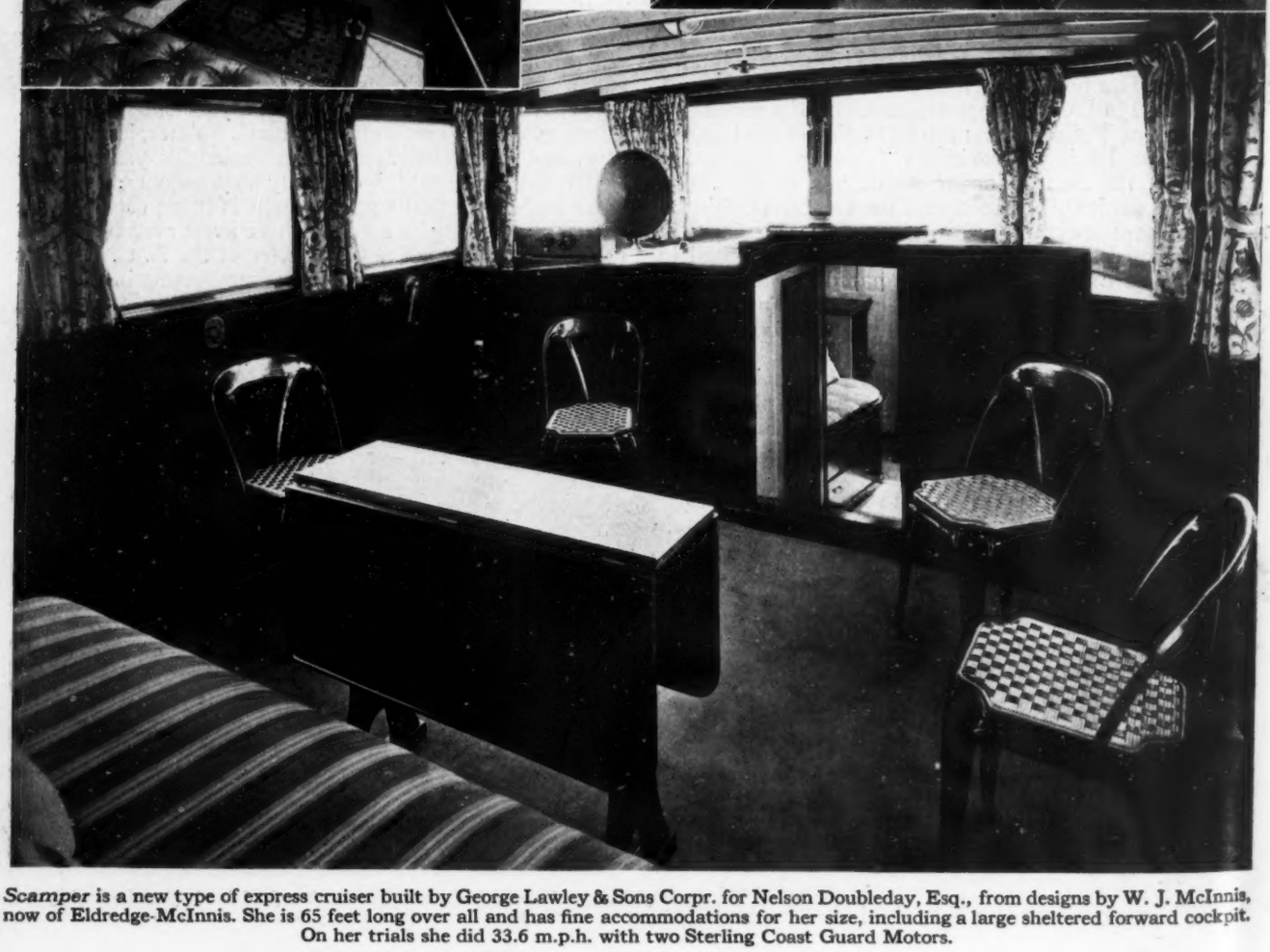
Light breezes were the rule at Turtle Island, yet the racing was always keen.

Scamper, a Novel High Speed Cruiser

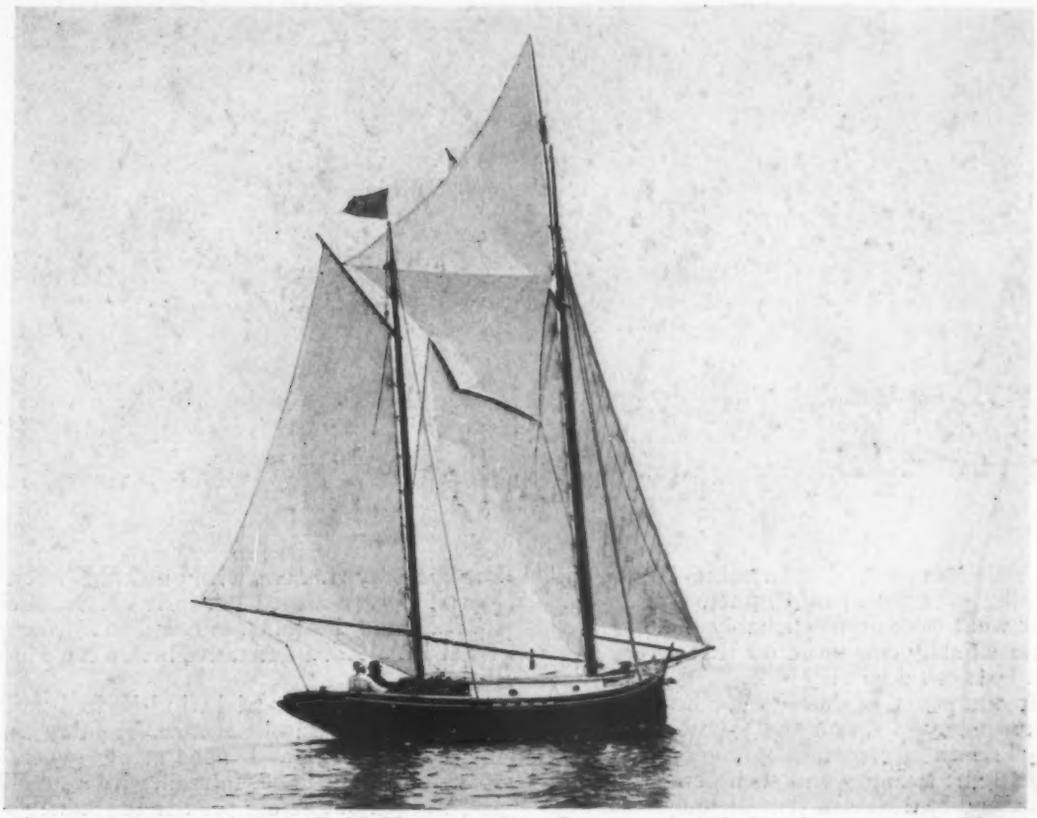
Left, the navigating bridge.

Right, the main cabin aft.

Below, the enclosed deckhouse.



Scamper **is a new type of express cruiser built by George Lawley & Sons Corpr. for Nelson Doubleday, Esq., from designs by W. J. McInnis, now of Eldredge-McInnis. She is 65 feet long over all and has fine accommodations for her size, including a large sheltered forward cockpit. On her trials she did 33.6 m.p.h. with two Sterling Coast Guard Motors.**



Presto, **designed and built by R. M. Munroe in 1885. Drawing only 30 inches, she was a wonderful sea boat, and fast.**

The *Presto* Type of Centerboarder

The Designer of the Type and Chief Exponent of the Centerboarder Adds to the Discussion

By R. M. MUNROE

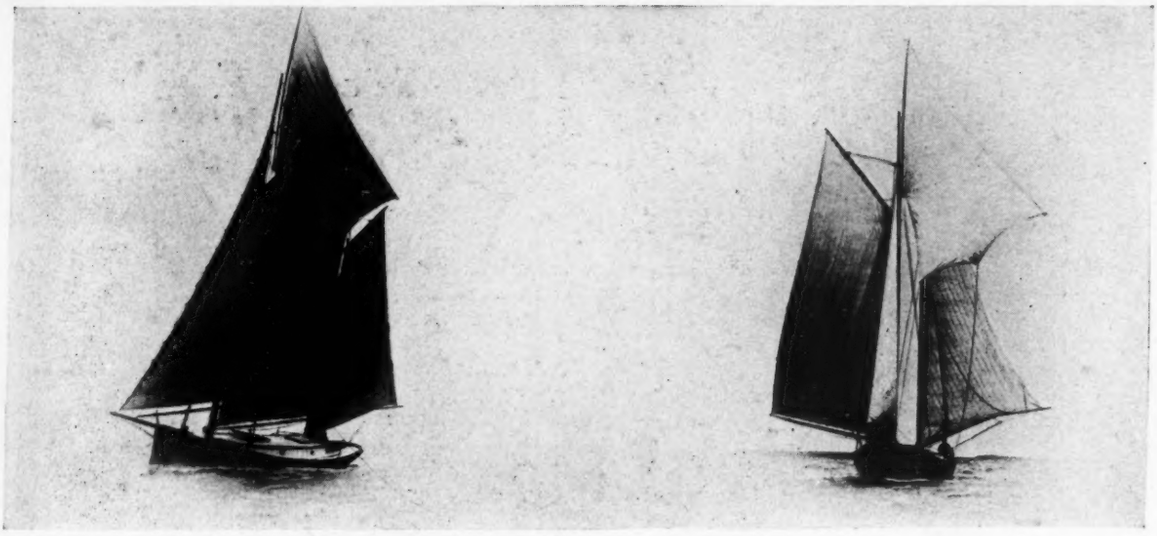
IN recent numbers of YACHTING some friends of mine appear in defence of light draft for seagoing sail craft, in answer to the articles of several keel advocates published earlier in the year. As none of the keel articles seem to be based on complete knowledge of the *Presto* type in question, it may be well to give the objectors its fundamentals. I do not claim originality in these; I suspect they were known before my time, and merely forgotten in the race for speed and other odd fancies of the ages.

First, a word as to what yachtsmen actually want. Though we are discussing the ability of shoal draft *at sea*, it is not fair to forget that only one in a hundred of us wants to spend weeks or months out of sight of land. The heroics of the deep-sea man have been much overdone, and there is still a tendency to overrate the joys of long voyages. Here, however, let me offer tribute to *Jolie Brise* and her chronicler; he understands the game and tells the best story ever, and Commander Martin, boat and crew are all right, and greatly to be honored. But such trips will never be the pastime of many yachtsmen. Life is too short to miss the many more varied experiences, and the greater tests of skill among bars and breakers, or the comforts of landlocked harbors.

Now as to *Presto*. First and foremost, she is no "skimming dish." This derisive epithet has been applied indiscriminately to all light draft vessels without thought or reason. We admit she was the outcome of the sharpie type, but this also is little understood and often condemned, whereas it gives today greatest accomplishment for least cost, relatively, of all existing types. This I suspected 45 years ago at Key West, in the first half-hour after launching a 30-foot sharpie from the deck of a Mallory liner. A few days later we had a decisive test in a hard norther up the Reef, when my chartered freight schooner gleefully offered me a tow line and I refused it. After 21 miles dead to windward we waited 75 minutes for the schooner to catch up, and I capitulated to the sharpie type with little reservation.

Six sharpies were eventually built for use on Biscayne Bay and in the Straits, by myself and friends. They followed conventional New Haven lines, but with about ten per cent additional depth to ensure greater buoyancy at extreme angles of heel. None of them was ever capsized to my knowledge. One of them, *Egret*, a double-ender, served me for several years without mishap as dispatch-boat between Biscayne Bay and Jupiter telegraph station, via the Gulf Stream, blow high or blow low, often making the trip comfortably when no other boat would attempt either the Stream or the surf in the shoal inlets.

The sharpie hull came into general use on the east coast of Florida for freighting. Several of them hailed from Lake Worth and ran regularly to Jacksonville in the days before the railroad. The *Bessie B.*, for example, will be remembered by all early visitors to Palm Beach — a schooner-rigged sharpie of about 50 feet, belonging to the Brelsford brothers. She ran for many years, usually over-



Presto, close hauled and before the wind, showing the topsail evolved by the designer.

loaded, and rode out several hurricanes in the Gulf Stream, reaching port with cargo intact. Her repeated triumphs over what were unquestionably the extreme of severe conditions finally convinced me that a very shoal, flat-bottomed boat could be very able.

But the slap and pound of sharpies in a head sea, or at anchor, was an annoyance, and the V-bottom was well and favorably known. So after a close study of the causes for so much extreme stability and such perfect handling in the sharpies, and in the belief that designers had overlooked some of the basic points, I was led to make a try for greater stability. Throwing aside the old axioms that with light draft one must have more beam, I did the opposite, lessening the beam at deck, and still more at waterline, but adding a little dead-rise and increasing the depth of hull and bilges to give ample displacement and righting moment. Thus, with slightly rounded bilges and clean entrance and clearance, we arrived at *Presto*.

She was launched (1885) with spars in place but no ballast. Her builder stepped on her rail amidships and, his 200-lb. weight heeling her almost to the plank sheer, he at once condemned her. Next day I ballasted her nearly to her designed waterline, rigged her, and went to see a Cup race off Sandy Hook, where in a fresh breeze she handled perfectly and showed no sign of tenderness. She carried 4½ tons of iron inside, and was tried out with cockpit temporarily decked over; but she never heeled enough to take water over the cockpit rail in the six years that I sailed her from Cape Cod to the Gulf of Mexico, in all kinds of sea and weather.

She was 41′ o.a., 35′6″ waterline, 10′ 6″ beam on deck, 9′ 1″ at waterline, 4′ 3″ depth amidships, 1″ to 1′ dead-rise amidships, 30″ draft (greatest amidships) with 8″ at forefoot. Her keel was 12″ wide through length of centerboard, and 1½″ deep below garboard, rockered from forefoot to bottom of transom, 1′ 6″ above w. l., with no deadwood aft. She was steered with the ordinary sharpie drop-rudder, balanced, 4′ 6″ x 1′ 9″, rounded at ends, with a 3′ 6″ iron tiller, and handled well, though if the helmsman were careless she could be swung so quickly as to make standing on deck, fore or aft, rather precarious. We later found a better base for docking desirable, and bolted on a skeg running from nothing at after end of centerboard case to within a foot of the rudder, with its lower corner well rounded up. The centerboard was 11′ x 4′, 10′ 9″ from face of stem.

She was ketch rigged, mainmast 36′ high from deck, 8″ diameter at deck; mizzenmast 29′ 6″ high, 5½″ diam.; bowsprit outboard 9′. There were no standing shrouds, but backstay runners, with purchases when needed. The topsail yard measured 20′, sprit 19′. Sail area: jib, 200.65 sq. ft., mainsail 412.47, mizzen 266.25, topsail 274 sq. ft. Total S. A. 1159.94 effective before the wind; 1054.12 by the wind.

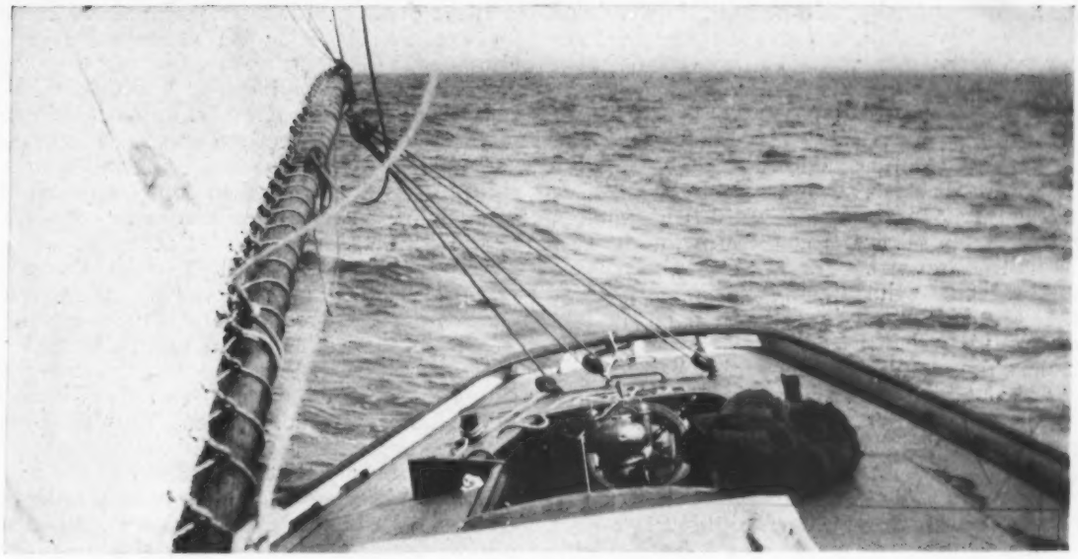
Not long after her trial trip I invited several friends to see another international race. The day came in with a rainy southeaster and, none of my guests appearing, I started in *Presto* under full sail, with a small boy for crew, and worked out across the bar to Gedney's Channel sea buoy, with wind and sea increasing all the time. We had seen the yacht fleet lying in the Horsehoe with no sign of getting under way, and I was about squaring off for home when a large tug with the N. Y. Y. C. burgee came out by the Hook and headed our way. We hove to and waited, still under full sail and quite comfortable, while the tug was laboring hard, completely disappearing in clouds of spray every few seconds. As she approached I drew away the jib, and passed close aboard. There was no one on deck, but abreast of us a pilot-house window was dropped a bit and someone waved a handkerchief. She soon turned and ran for the Hook, and we followed.

Next morning I had a note from my old friend Louis Bayard, then secretary of the Seawanhaka Corinthian Y. C., saying: "I waved to you from the *Britannia* yesterday outside the bar. You were apparently enjoying a pleasant sail; it was quite the contrary aboard the tug. A. Cary Smith, Phil Ellsworth, and others on board, were much interested in the performance of *Presto*, and Smith laid a wager that I was mistaken in the 30″ draft and other dimensions I gave him, saying no such craft could possibly carry her sail and make such good weather of it. When can you lay her on the beach and let us measure her?" I made the appointment, they all came, and after a pleasant discussion the bet was paid to Bayard.

She had many adventures in my hands in the next six years, and was one of the most wholesome and satisfactory boats I ever owned. Eventually she was sold into the Southern Y. C., at New Orleans, and for many years was a favorite there. I used to get frequent affectionate letters from her new owner, singing her praises and thanking me for designing her!

From my experiences in sharpies and my preliminary figures on *Presto*, I had no expectation of racing windward speed. I knew it could not be embodied in my ideal cruiser, so just dismissed the point. All the remaining good qualities, most essential from the standpoint of practical experience, *Presto* had. So one alteration only suggested

(*Continued on page 86*)



"Manila Mike" steering *Gauntlet*.

Happenings

Some of the Things, Little and Big, Which Are Apt to Turn Up When Cruising

By A. E. Dingle

MEN who cruise often and widely in the average sort of sail or auxiliary craft, experience countless — well, just happenings. Some seem trivial. Some loom up like a rocky shore in a fog. Some are simple of explanation and handling. Some are neither easy to explain nor nice to handle. And still others are freakish, apt to give the tyro trouble, yet possible of conquest with a little help from somebody who has been through the harsh mill of real seafaring.

There are leaks. Who has not been cursed with a leak? He is a lucky cruiser who has wholly escaped the deadening labor of the pump in deep water. The ship may be tight on starting out. She may be bottle tight in all ordinary circumstances. But there are a whole lot of causes which may open a leak, not always in an accessible spot. Carrying a big jib too long has been known to start a stem scarf below the bobstay plate. That is a bad one. A bit of rot beneath the bulwarks, unseen, will sometimes suddenly begin to let in a stream, when the ship is pressed and that side is down. You may have only an outside stuffing box for your auxiliary. That is bad, too, if it gets loose. Most of these things are difficult to repair at sea. The pumps must take care of the water. And it has been known for a pump intake pipe to get flattened by some mishap. Or just clogged, always in an un-get-at-able place. And did you ever have to take out water, already over the floor, with bucket and saucepan?

Sometimes the motor will help, even though it is not connected up with a bilge pump. There was one time when we cleared our ship that way. We shut off the circulating pump intake in the side of the ship, stuck the pipe down into the bilge water, and started the motor. Dirty water through the cylinder jackets? No. We stuck the gravy strainer in first, and let her suck the water through that. Of course, lacking a motor, and that kind of a water system, you must get on with the saucepans.

The *Gauntlet's* skipper.

Then there's the bell buoy that persists in clanging its dolorous note in the night, though your reckoning — you're proud of your navigation, too — tells you there's no bell buoy within 50 miles. Your lead gives you no bottom. There's a haze, and you seek for a star which may give you a fix. It is near dawn when you see a chance for a sight, and by that time your graying hair feels all prickly at the temples. You go below to get the sextant; and in passing the galley you hear the confounded bell buoy again, right aboard. You find then that someone has hung up the enamel mugs so that they won't swing free, and two have been knocking their rims together all night. You pick up the real bell buoy hours later, in the place where it ought to be. And you read the galley swab a homily on the proper hanging of enamel mugs.

Rather worse is the groaner. Whistle buoys should not be called whistlers. Almost all of them groan, or moan, or sigh. That is a weird and chilly sound to hear at times. Instance that twilight up in Fundy Bay when a squall wooshed down out of nothing at all and blew the jib away in threads, split the mainsail, and carried away the lee lift so that the mainsail came down when lowered all over the cockpit and helmsman. In the hurly-burly — a crew of two for a 17-ton schooner (and one a girl) leaves little time for anything except hard and quick work — the smothered helmsman under the sail steers blindly and makes a complete circle, winding the logline snugly around the propeller. The squall had passed by

the time the schooner was snugged down and the wreckage secured. There was fog, and a small breeze. Under the foresail and forestaysail the schooner sailed three knots. Slow, but assuredly making way. Far off the buoy on Cashes Ledge could be heard. It gradually died out, and passed, with the squall, into the limbo of things left behind. After a short spell below, we tried to disentangle the logline from the propeller. The propeller is far, far under the hull. The boat hook won't reach it. Hours are used up futilely groping, hauling, jerking. Then inspiration. Forward for the cathook. Then the leadline. A cast or two, and the trailing logline is caught. A cut at the rail, and the line draws clear beautifully. It takes but ten minutes to shorten the logline and stream the log again.

All night, since the squall, the schooner has been sailing, slowly but surely, at three knots. Yet when we straighten up after reading the log, there is that confounded Cashes Ledge groaner again!

"Can you hear it?" we ask the helmsman, who nods.

"Heard it for an hour."

Looking overside, the misty water slides by. It cannot be less than three knots we are making. But that damnable whistler hoots with the surety of Doom. With that softened, mellow *Whoo-oo-ooh* of a buoy gently moving on a fog-bound swell.

"*Whoo-oo-ooh!*"

The speed is scarcely sufficient to spin the log properly; but the dial does register some, and still that whistle buoy is audible at noon. There is a thick haze now. No sight. No sign of a break. The water still slides past. The compass says the ship heads right. The log dial says she has sailed at least twelve miles since the log was streamed. Add twelve to that for non-registering owing to low speed. Figure the tidal stream, and deduct twelve for tide. After all that buoy ought to have been out of hearing long ago.

But it is there at midnight. It is there next day. The fog is there too. For two days solid the miserable sound is heard, though the ship sails evenly on. It grows uncanny. The lead goes down often. No bottom. Then comes a shot at the sun. Two shots two hours apart. They give position lines which place the ship so close to Cape Cod that the shipper leaps on deck in near panic.

And that bedevilled whistle buoy *Whoo-oo-ooh's* almost at his ear! Then he jumps, glares around, and picks up the ginger ale bottle that has been standing behind Charley Noble ever since he quenched his thirst after the squall, and whose neck has answered to the caress of the breeze—*Whoo-oo-ooh!* — through two days of fog and perplexity.

Hang cups up so they don't clash. Throw ginger ale, and other bottles, to Davy Jones when empty.

Self steering. There are few real cruising sailing craft which cannot be trimmed to steer themselves. Contrary to the opinion often expressed, it is NOT exceptional for a boat to hold her course untended. Of course, the ketch is perhaps the best of all rigs in this regard, but sloops and schooners will hold on with a lashed wheel, too. Just why the ketch does better unwatched I don't know, unless it is because her sail plan is balanced to perfection for every purpose other than sheer speed. Many things I do not know the explanation of, which stark experience has taught me plain facts about. I do not know why I think, or by what process I could prove, that Mr. Fenger is wrong in his opinion that a hove-to ship should make sternway to ride perfectly. I only know, from years of deep water experience in square-riggers and fore-and-afters, that ships are poorly adapted to going sternfirst into the sort of seas likely to exist when a laden vessel has to heave-to.

Similarly, I don't know anything about lateral plane, wetted surface, center of effort, or the other pat terms used by the fraternity; and I have never thought it important enough to simply read up and acquire a lot of such terms just to impress others. And I don't know what makes a boat steer herself. But I do know that my old *Gauntlet*, sloop, could be trimmed to steer herself under full sail, under mainsail alone, jib alone, or under reefed mainsail. And I watched her through the worst of a hurricane (Bermudians say that hurricane was the worst in thirty years, and it caught me when twenty miles off the island on my single-handed passage down). When stripped to a rag of close reefed mainsail, she struggled through the wildest seas I ever saw just after we passed through the center and got the wind fourteen points away from the previous direction, with her wheel lashed. There was plenty for me to do without holding the wheel. There was water below; the boat was smashed. There was a tattered jib threatening to tear the mast out by the roots. And the mainsail, seamed diagonally, or from head to foot, was going cloth by cloth from the leach inward. Watching that sail depart was my bad hour, until I saw how perfectly the little ship adapted herself to the diminishing sail pressure and kept right on shouldering the seas. But one thing I cannot and will not claim for that little sloop. After the main boom went, she refused to steer under the rag of loose-footed canvas hanging from the main gaff. Perhaps no boat would do that, in tumbling seas and the squalls that bluster when winding up a West India hurricane to its close.

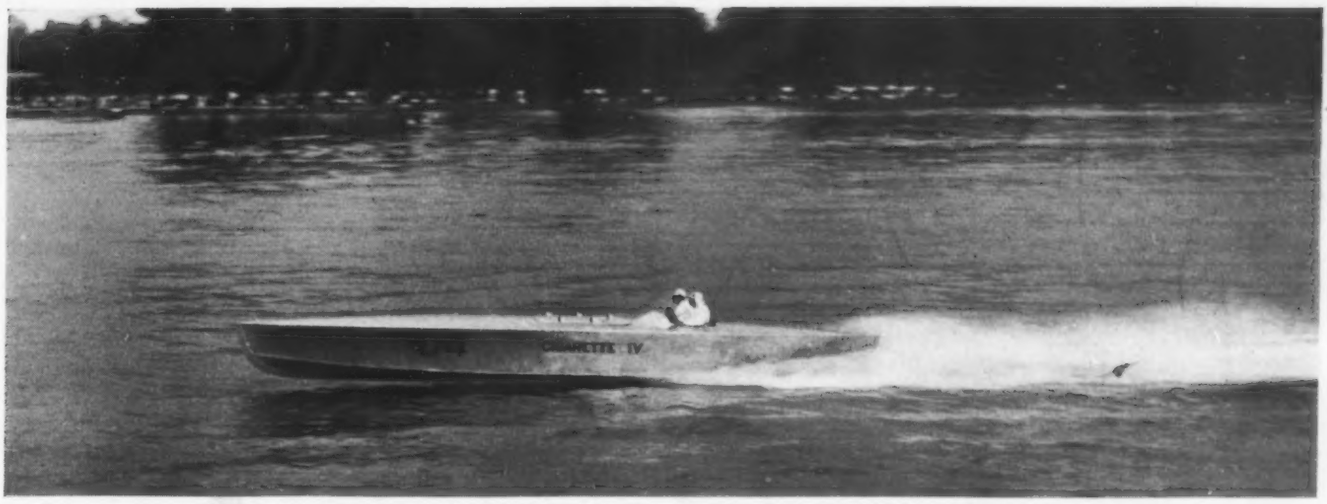
Gauntlet **holding her course with no one at the wheel.**

And years ago I sailed a husky iron ketch that would steer herself for days on end under every combination of sail except the jib alone or the mizzen alone.

The old schooner I sail now will do nicely, almost always. It took several months to get the hang of her so that confidence was felt to the extent where one might leave her and sleep; but now there is no trouble. True, not always will she make her *best* course and her best speed together untended. It may be necessary to trim sheets so that she loses a bit of speed in order to let her hold true to the course; or she may want a half point, or perhaps a full point of freeing in order to steer at all and move. But there is some point, nearly always, where she may be left with a bit of line over the spoke, and the method of ascertaining that point is simple:

If there is no ringbolt in the deck beside the wheel, put one there, and tie or splice a fathom, or half a fathom may

(*Continued on page 90*)



L. Gordon Hamersley, in his *Cigarette IV*, winning the President's Cup at Washington.

Cigarette IV Wins President's Cup on the Potomac

A Fine Fleet Makes Fast Time in Washington's First Big Regatta

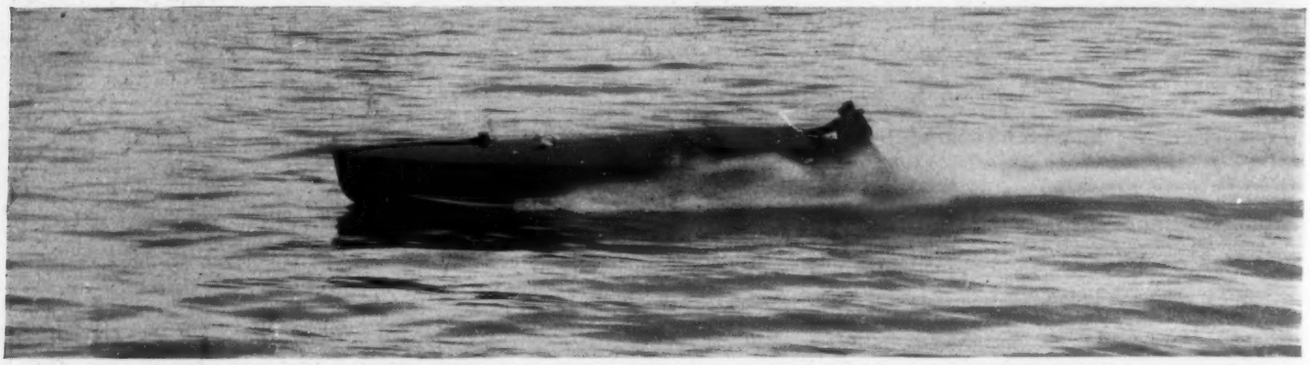
THINGS were far from being "all quiet along the Potomac" when the sizable fleet of fliers from all parts of the United States east of the Mississippi, unlimbered and got into action off the capital of the nation, September 17th and 18th, on the occasion of the President's Cup Regatta. What with the roar of exhausts as the speedsters cut loose, the high-flung spray as they "banked" on the turns at either end of the course, and the 75,000 persons massed on the banks, the old river had seen no such excitement since the strenuous days of '61 and '62, when opposing armies faced each other across its waters.

This initial effort at a national regatta of the Corinthian Yacht Club, of Washington, was one of the outstanding successes of the racing season, and from a racing viewpoint was the best meet of the year. In the first place, the fleet was representative and of exceedingly high quality. The best boats from Detroit, from New York, from Long Island Sound, and even from as far as Florida and the Mississippi Valley, were on hand to battle for the trophy that was sponsored by the President of the nation, and for the many other cups which an energetic regatta committee had collected for the event. And not only were the races keenly contested, but the "mortality" was exceedingly low, and most of the fliers came through the various heats without accidents that forced them to drop out. This has been far from the case with many of the other power boat events of the year.

The program was a varied one. The chief event was the race for the President's Cup, run in three heats of 15 miles each, over a course of 3 miles to the lap. There were nine starters in each heat. *Cigarette IV*, the new duralumin racer of L. Gordon Hamersley, shook the hard luck that had followed her in both the Gold Cup and the Detroit Sweepstakes events, and came through in great style, taking each of the three heats at a speed of ap-

The Navy Yard at Washington handled the racing craft in approved style. *Miss America IV* going overboard.

Start of the race for the President's Cup on the Potomac, showing six of the nine contestants.



Miss Okechobee, driven by Mrs. W. J. Conners, winning the race for the Secretary of the Navy's Cup.

proximately 55 miles per hour. *Miss Syndicate*, entered by the Dodge Bros. Dealers' Association, gave *Cigarette* the closest race, and finished second in the first and second heats. In the third heat a bent propeller forced her out on the third lap. This let *Horace*, owned by Mrs. Hugh Dillman, and driven by F. G. Ericson, slip into second place, 21 seconds behind the leader. *Greenwich Folly*, George H. Townsend's Gold Cup Winner, ran most consistently and took two thirds and one fourth place.

The times of the three heats were as follows:

PRESIDENT'S CUP, THREE HEATS, 15 MILES EACH

Boat	*Owner*	*First Heat*	*Second Heat*	*Third Heat*
Cigarette IV	L. G. Hamersley	16:25.4	16:18.4	17:02.6
Miss Syndicate	Dodge Bros. Dealers Assn.	18:53.6	16:54.8	D.N.F.
Greenwich Folly.	G. H. Townsend	17:42.2	17:39.0	17:53.8
Horace	Mrs. H. Dillman	18:21.6	17:26.6	17:24.0
Solar Plexus	H. E. Dodge	18:37.8	18:38.8	18:32.0
Palm Beach Days	Wagg & Bigelow	18:58.4	18:59.0	18:41.6
Nuisance	Mrs. D. D. Cromwell	19:46.4	20:59.6	20:25.6
Sara de Sota	F. Adair, Jr.	D.N.F.	19:02.4	18:49.0
Special Chance	C. E. Chance	D.N.F.	21:41.8	21:20.2

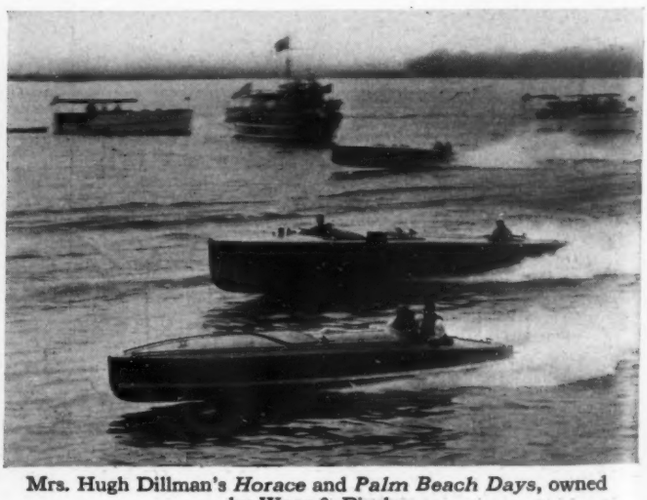
The international class for unlimited hydroplanes found "Gar" Wood's *Miss America IV* and *Miss America V*, and Alex Johnson's much heralded *Yankee Doodle*, at the line. The French challenger *Excelsior-France* was entered, but after three weeks in this country she was still not ready to run, and withdrew. They got away to a spectacular start, the two *Americas* doing better than 60 per. The *IV* sheered off the course at the first turn and lost valuable time. Her helmsman got her back, however, and she went after the leaders with a roar. At the start of the third lap she had caught *Yankee Doodle*, and as they rounded side by side, a cloud of smoke shot from the *Doodle's* engine compartment, and Johnson was forced to withdraw. *Miss America V* won the event, taking only 22 min. 15.6 sec. to cover the 24 miles. Later, this boat made 78.603 m.p.h. over the mile course.

The 151-class of little hydroplanes always furnish the best of sport. J. H. Rand, Jr., brought two of his famous *Spitfire's* down from Tonawanda, where they had recently hung up world's records in this class on the Niagara River. His *Miss Spitfire VI* won the first two heats in this class at Washington in easy fashion, doing over 42 m.p.h. None of the other boats were anywhere near her in speed. E. W. Hammond's *Miss Westchester II* was her closest competitor in the second heat. In the third heat this boat and *Miss Spitfire VI* ran their heads off for the lead. The effort was too much for both of them. *Miss Westchester* finished on three cylinders and lasted long enough to win the heat when *Spitfire* broke down as a result of the hot pace. The *Spitfires* were built by the Richardson Boat Co., and are remarkable little craft.

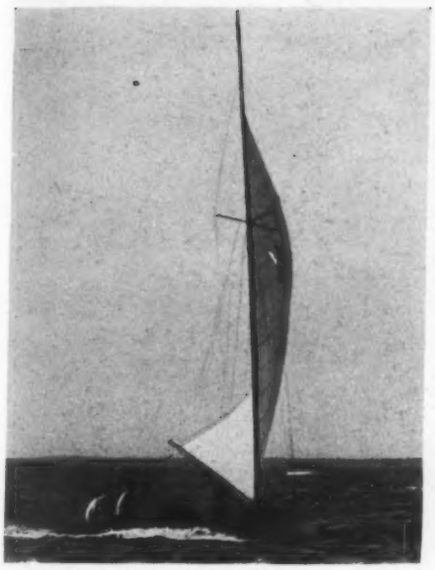
In the Junior President's Cup event *Lady Helen II*, a Hacker-Fermann boat, owned by Aaron de Roy and driven by Dick Locke, repeated her victory at Detroit earlier in the month. *Miss Okechobee* won the Secretary of the Navy's Cup for W. J. Conners, but *Horace* reversed the tables on her in the Potomac River Championship and won. J. E. Battenfield's *Gray Bat III*, a local boat, in the Free-for-all, bowed to "Bill" Bigelow's *Palm Beach Days* by only half a length, and *Number 20* beat a field of five in the Biscayne Baby Class.

The success of the regatta was due to the effective efforts of the regatta committee of the Corinthian Yacht Club and some of its hard working members, but especially to Commodore C. C. Smith, Vice Commodore W. A. Rogers, and to Ira Hand, of the National Association.

Miss Syndicate pushed *Cigarette IV* in the race for the President's Cup.



Mrs. Hugh Dillman's *Horace* and *Palm Beach Days*, owned by Wagg & Bigelow.



Duster, winner 20-foot Sneakbox Class.

Tamwock, season's champion, Class A cats.

Jean annexed the Class E sloop championship.

The Racing Season on Barnegat Bay

Sloops, Cats and Sneakboxes Vie for Honors in Jersey Waters

By CHARLES E. LUCKE, JR.

DESPITE the overshadowing importance of the series of international sloop races with Canada, the annual summer racing season of the Barnegat Bay Yacht Racing Association was a brilliant one, not only from the viewpoint of the entry lists, but from the outstanding cleanness of the racing, not a single foul or protest of importance being registered in the twelve weeks of racing.

Sailed by F. P. Larkin, Jr., the *Tamwock* won the seasonal championship for 1926 in the Class A catboat division, since 1871 the most coveted honor in Jersey yachting. Another Seaside Park Yacht Club boat, Commodore Frank W. Thacher's *Spy*, was an extremely close second, these two boats finishing with percentages of 73.58 and 73.47 respectively. *Tamwock* is a Sweisguth-designed boat, built in 1923.

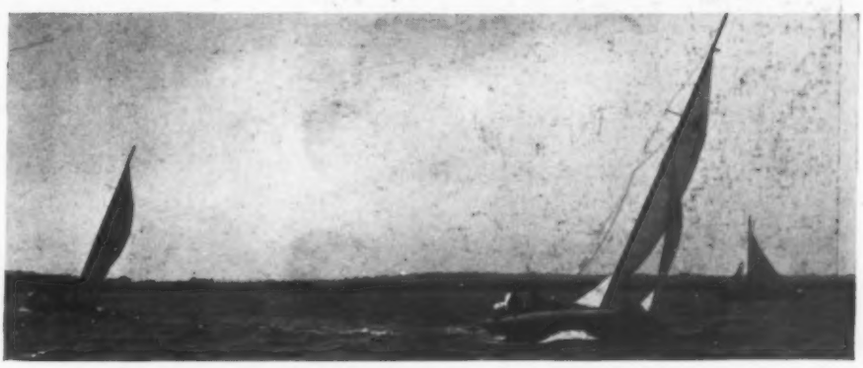
Rapidly eclipsing the catboats in popularity, the Class E double centerboard double rudder scows, introduced last season from the Great Lakes, furnished the closest and most thrilling racing of the summer. Out of a fleet of twelve of these sloops, the *Jean*, sailed by Tom Horrocks of the Island Heights Y. C., took seasonal honors with a percentage of 82.05, closely followed by Slade Dale in the *Konowingo* with 77.78.

Starting on June 26th the racing season ran until September 11th, the following yacht clubs participating and rotating in holding the weekly regattas: Bay Head, Lavallette, Mantoloking, Seaside Park, Island Heights, Ocean Gate, and Toms River. As described in the October YACHTING, the Barnegat yachtsmen defeated the Canadians of the Royal St. Lawrence Y. C. of Montreal in a special series of four races off the Seaside Park Y. C. early in September.

In winning the Class A catboat championship the *Tamwock* consistently outsailed the fleet, and but for mishaps in two of the races would have won the title by a wide margin. Her crew consisted of F. P. Larkin, Jr., skipper, Norman Smith, Henry G. Baker, 11, T. E. Ginther, and James R. Larkin. In addition to the championship the *Tamwock* took the Middleton Cup, the historic Sewell Cup, and the John Wanamaker Trophy. To Frank W. Thacher's *Spy* went the Morgan Cup and the Toms River Challenge Cup, placed in competition in 1871. The *Spy* and the *Tamwock* were the leaders throughout the summer, the *Mary Ann*, *Lotus* and *Bat* usually being well in the rear.

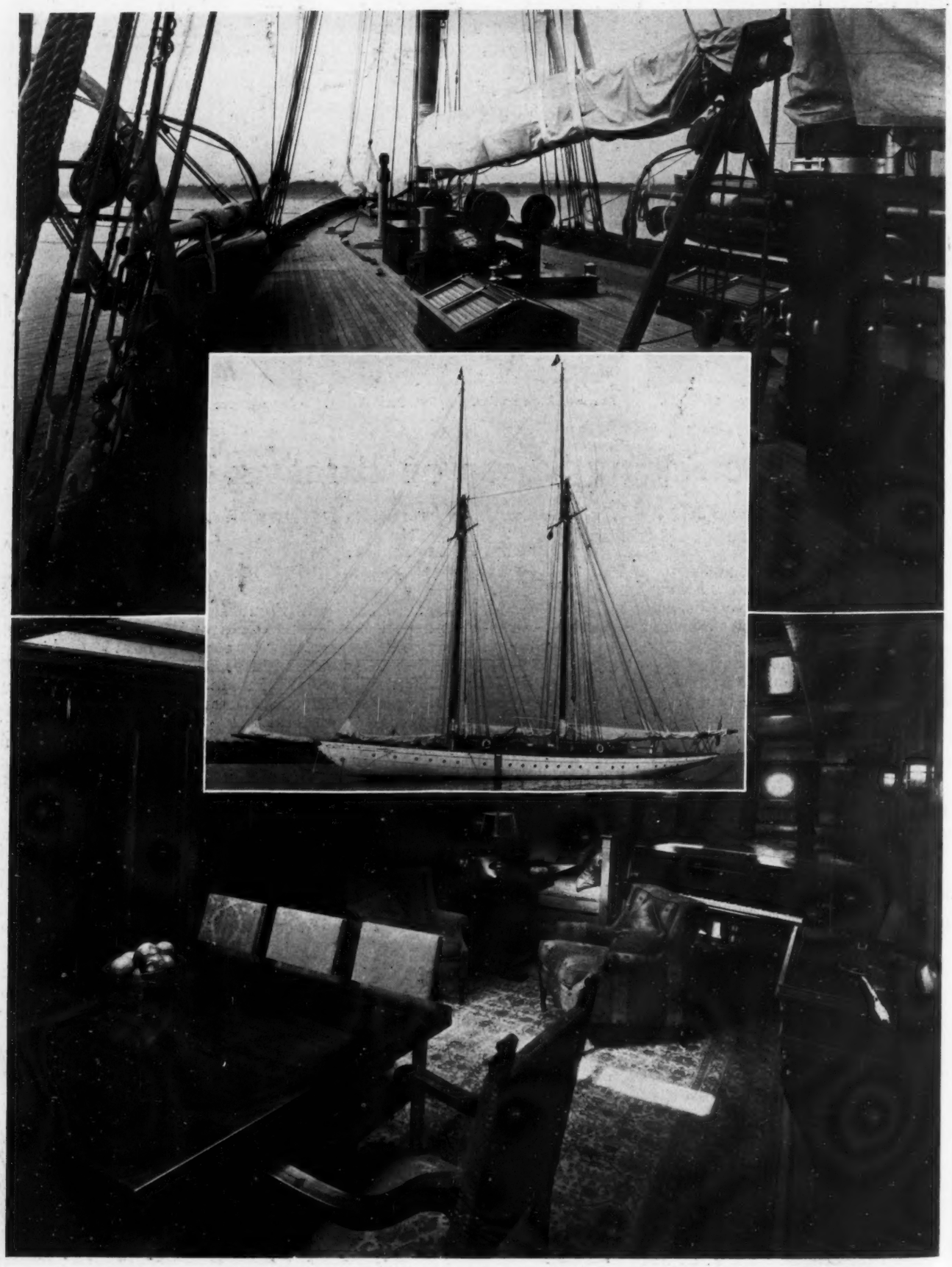
The Class E sloop championship race was in doubt at all times and it was not until the final brush that the *Jean* clinched the title. *Jean* flies the burgee of the Island Heights Y. C., and is sailed by Tom, Henry, and "Bill" Horrocks. Of the permanent trophies in this class the victories were as follows: *Jean* took the Atkinson and Stanger Cups, Ritner K. Walling's *Oh Min* captured the Horace A. Doan Trophy, presented by the chairman of

(*Continued on page 118*)

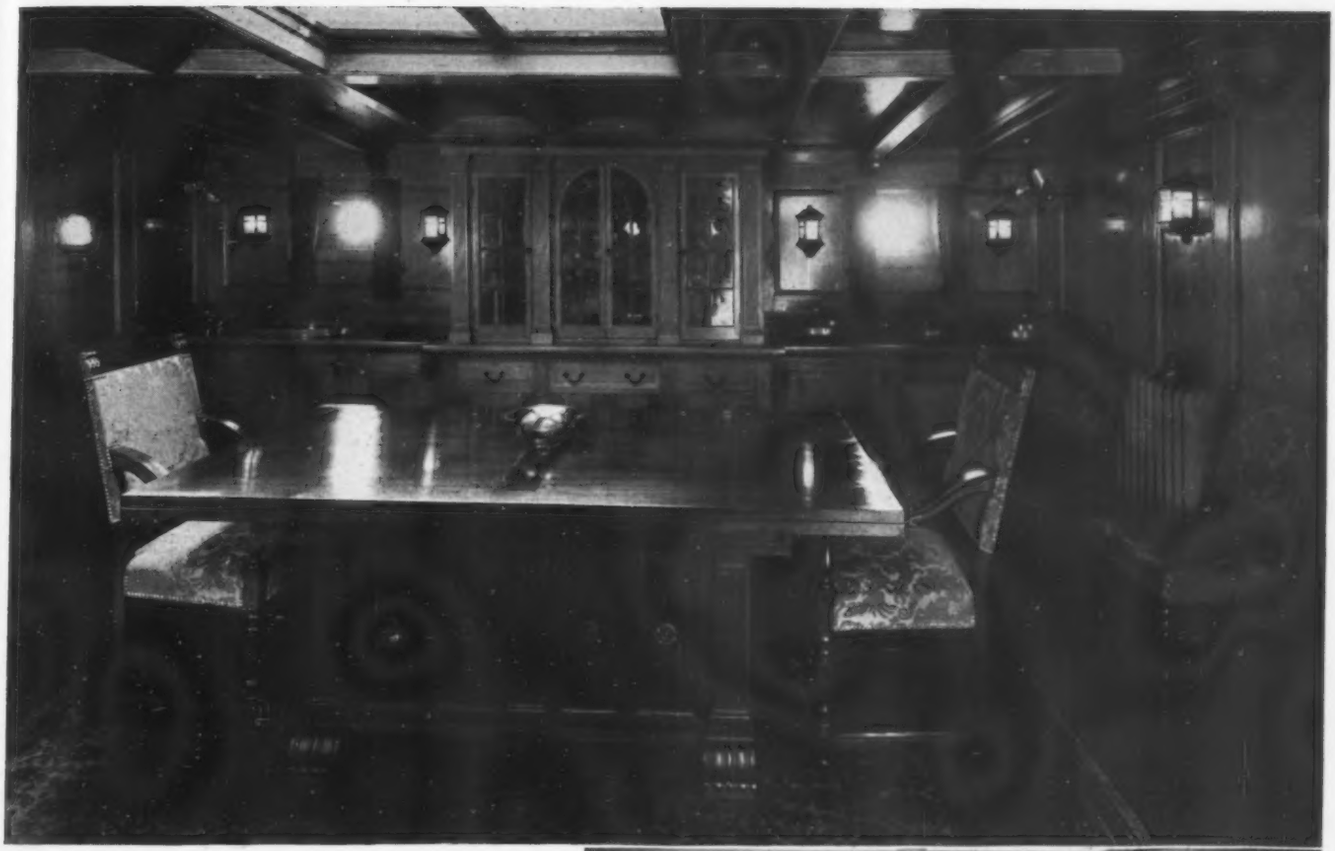


Class E sloops racing in a fresh breeze. *Konowingo* in foreground.

Starling, A New Steel Diesel Auxiliary Cruising Schooner



The main salon is very spacious, being the full width of the ship and 15 feet in length. Above, Deck view of *Starling*.

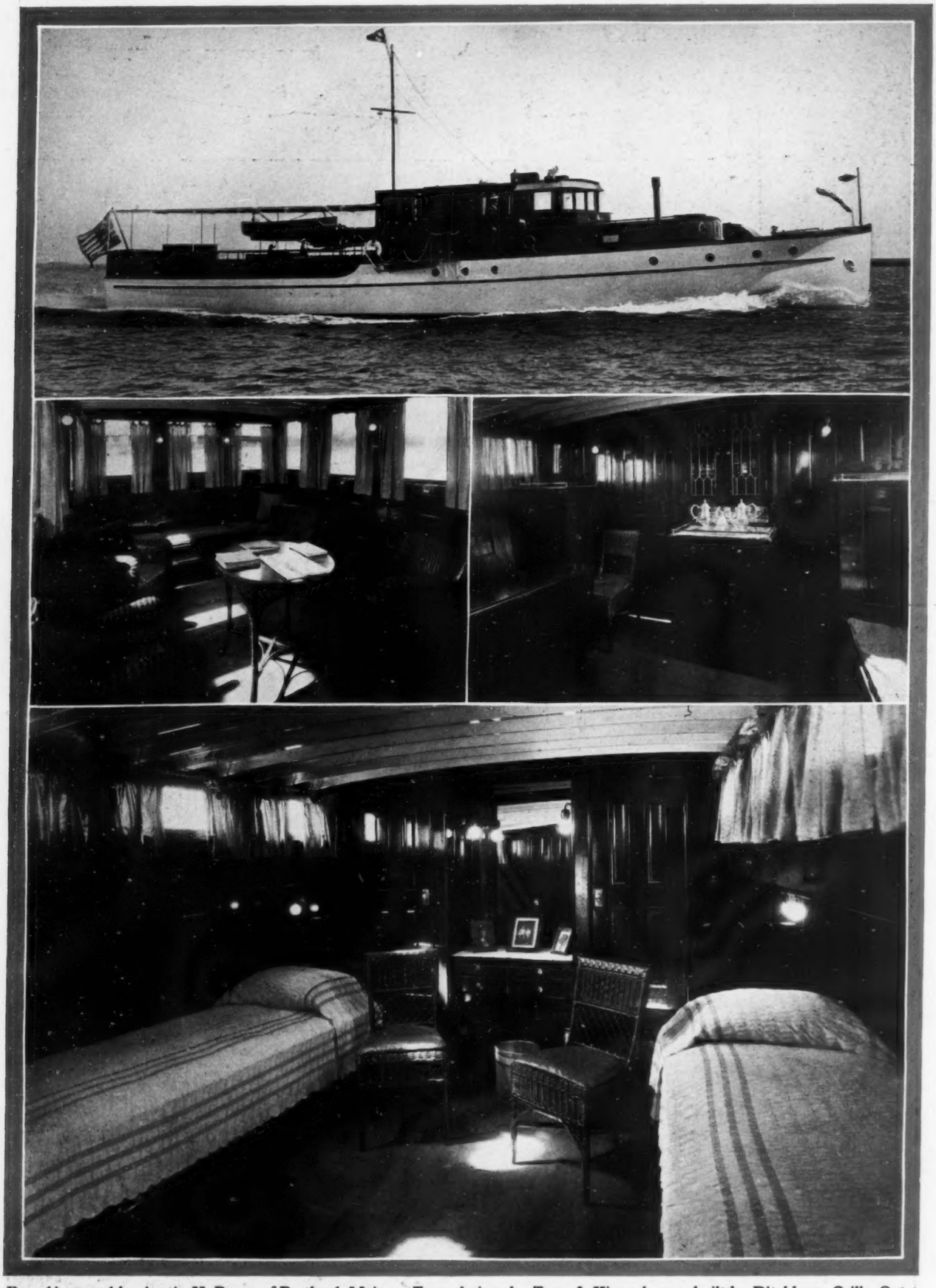


The main salon contains the dining table and a handsome glass cabinet on one side. The decorations were by E. H. Simpson and Miss Gayler.

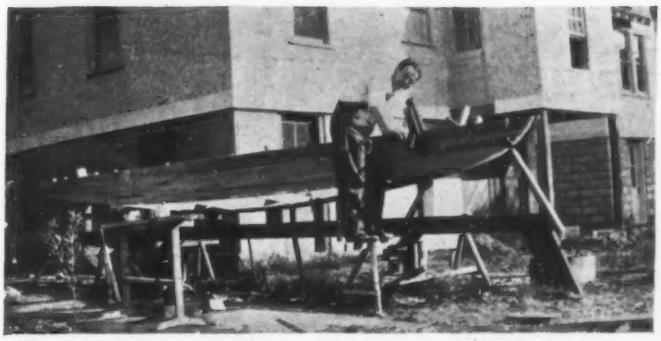
The new steel schooner *Starling* is the largest auxiliary cruiser of the year. She was designed for George F. Tyler, Esq., of Philadelphia, by John G. Alden, and was built by Rice Bros., East Boothbay, Maine. Her overall length is 126 feet, 95 feet 6 inches on the water, beam 26 feet and draft 14½ feet. Her accommodations consist of two double staterooms and two single cabins with both upper and lower berths. The deckhouse is most attractive and has an open fireplace at the forward end. For power there is a 105 h.p. Winton Diesel engine which drives *Starling* at 7½ knots. The windlass, winches, boat hoists and all auxiliary machinery are electric driven. Roomy quarters for 12 men in the crew are provided. She has proved fast under sail, and exceedingly able.

Above. One of the double staterooms. Below. The deckhouse and the owner's office, or den.

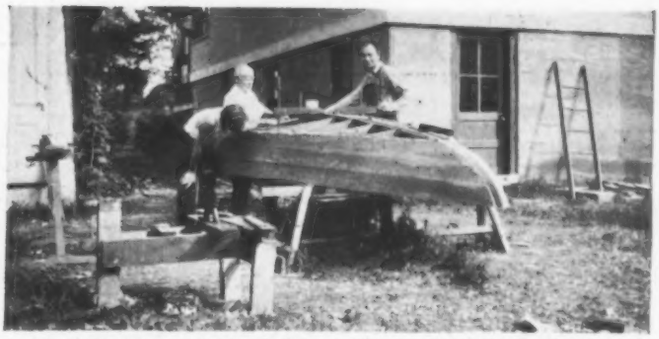
Ranel, One of the New Power Cruisers of the Year



Ranel **is owned by Austin H. Perry, of Portland, Maine. From designs by Tams & King, she was built by Ditchburn, Orilla, Ont., and is 78 feet in length. Her accommodations are roomy and attractive, as the photographs show. For power she has two Speedway gasoline motors.**



The side planking completed. Note beam on which boat is set up.



The boat is turned over before putting on the bottom planking.

The Building of *Kismet*, a 15-ft. W. L. Sloop

How She Was Put Together in Two Months, and of the Material That Went Into Her

By Joseph Reinhardt

IN the middle of May, 1925, a friend of mine and I decided to build a sailboat. So I promptly got busy with the drawing board and made up the plans of the "ideal" boat for our purpose. Three vital points had to be taken into consideration in deciding upon the type of craft to be built. First, the construction had to be simple, due to the limited time and equipment at our disposal. Secondly, it was necessary that the boat be of shallow draft and, thirdly, she had to possess a good turn of speed, coupled with a reasonable amount of safety. The V-bottom or "skipjack" type was finally chosen as the one most closely meeting the above requirements.

The lumber was ordered and received on May 31st. The keel was laid and the moulds and stem were set up on the first Sunday in June. Two men, working on Saturday afternoons and Sundays only, managed to finish her completely by the first Saturday in August, the boat being launched on the day following.

Kismet, as we called her, after a trial sail of a few hours' duration, started upon a two-week's voyage of discovery around Long Island, which commenced at Great Kills, Staten Island. This took us out upon the Atlantic, through Jones' Inlet into Great South Bay, thence, by way of Moriches, Shinnecock, Peconic and Gardiner's Bays to Long Island Sound and the Connecticut shore, returning to Staten Island via Hell Gate and the East River. For any boat drawing more water than the 1 foot 5 inches (without board) of *Kismet*, this trip would have been out of the question due to the extremely shallow water that is encountered in some of these localities. It is probably due to the comparatively great draft of their boats that Sound yachtsmen know so little of the bays on the south shore of Long Island.

During the entire voyage *Kismet* was never left behind by any boats of her size and, besides, she proved to be more weatherly than had been expected from such a shallow bodied craft. In four impromptu races with Star Class boats she came out the winner, a surprise to us, though a most agreeable one.

Another pleasant discovery was to find her quite stiff in a bit of a blow. Off Oyster Bay, due to negligence on the part of the skipper, she was knocked down by a severe puff until solid water rushed into the cockpit in bucketsful, yet she came up without the slightest hesitancy. At another time a trip to the masthead to effect a minor repair when close hauled in a light breeze, did not serve to heel her perceptibly beyond her usual sailing angle.

The accompanying plans should be sufficiently clear to enable anyone at all handy with tools and endowed with a bit of perseverance to construct this boat without experiencing any difficulties whatever. We had no trouble in doing the job, even with the limited time at our disposal.

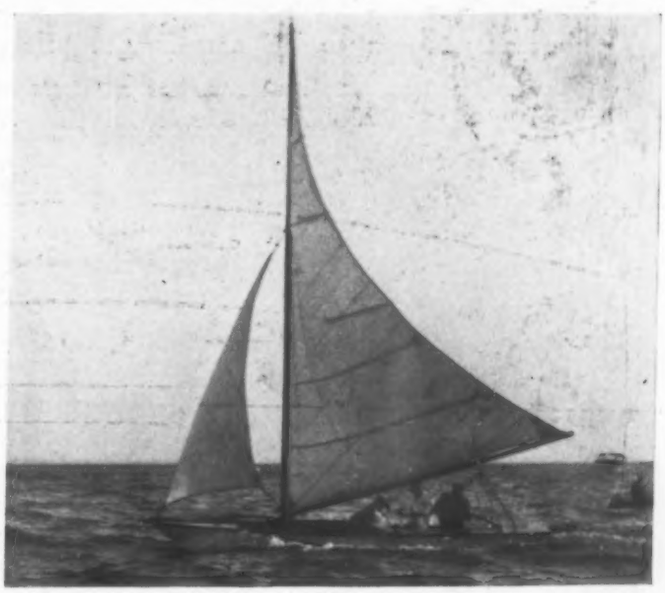
The general dimensions are as follows:

Length overall	21'-0"
L.W.L.	15'-0"
Beam	6'-6"
Draft (Board up)	1'-5"

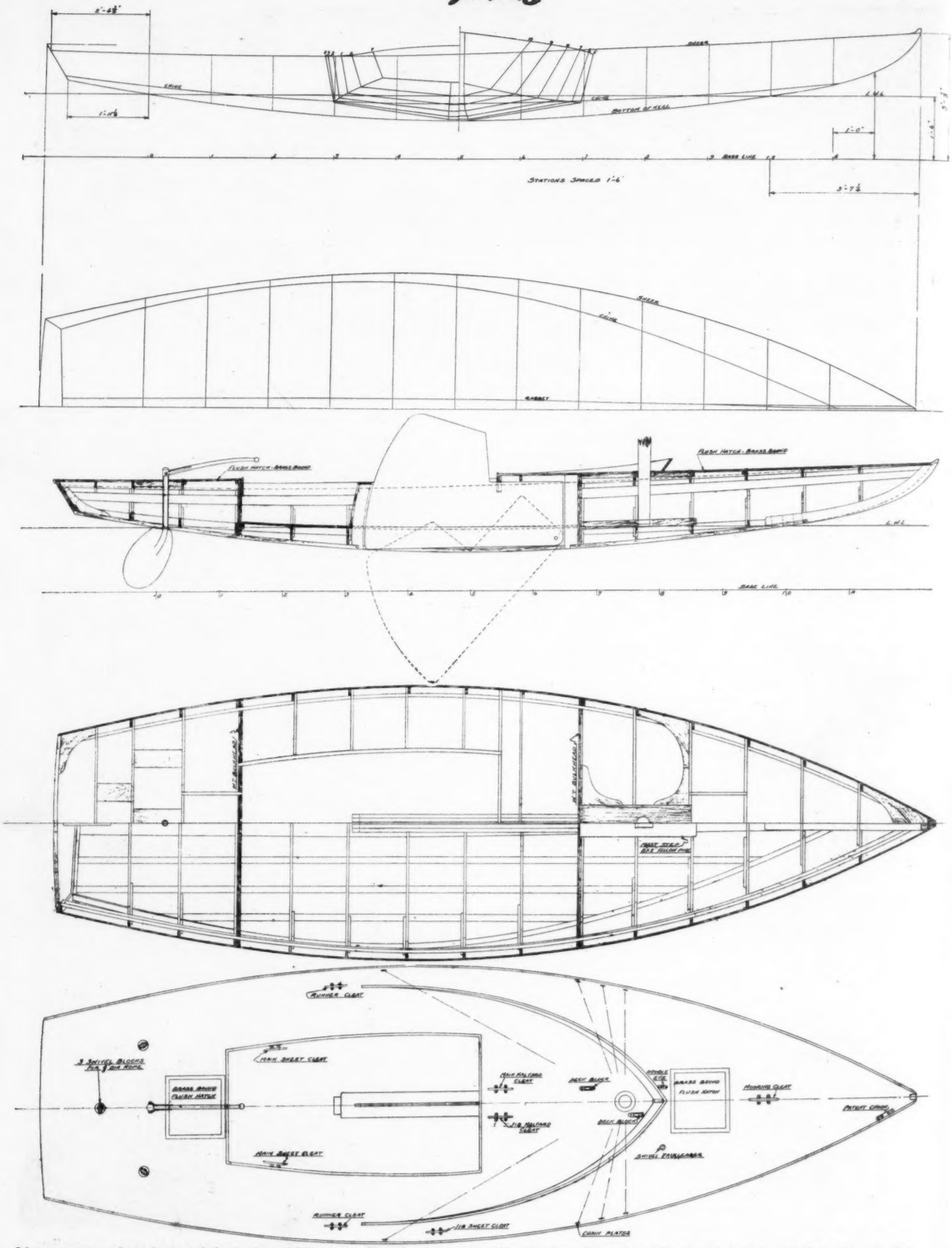
Kismet is constructed of the best materials, with bronze fittings and brass and copper fastenings. She cost about $415, complete with sails, rigging and all equipment. This figure could be reduced to about $375 if galvanized iron were used in place of copper and bronze throughout the boat. By comparing this with the cost of a Star boat of similar type and size — about $850 without equipment — one can readily appreciate the saving that results when one builds his own boat. By judicious purchasing of lumber this saving could be made even greater.

In building the boat it is desirable to lay down the lines full size and make the moulds from them, instead of attempting to scale the drawings. Four or five moulds

(*Continued on page 116*)

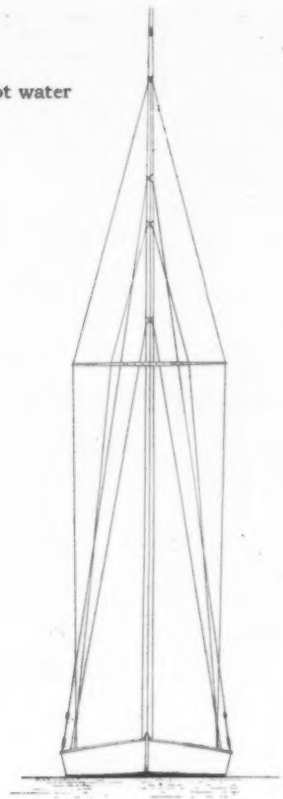


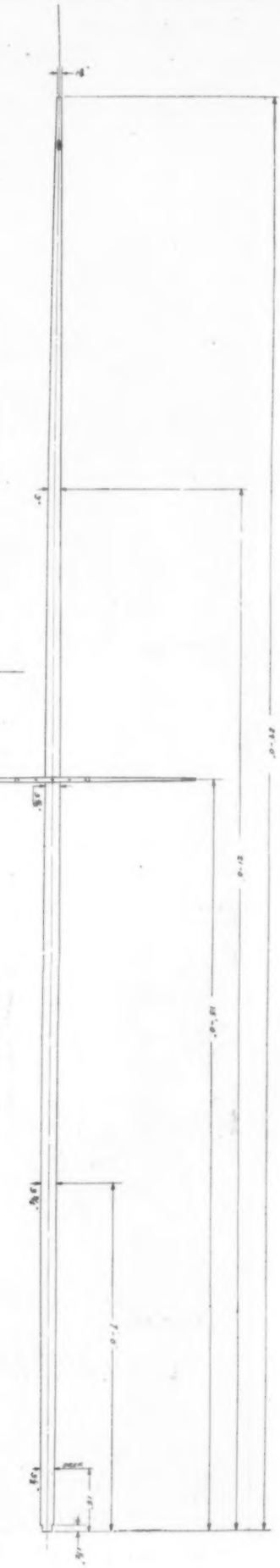
Kismet, on her trial trip. She proved able, and a fast sailer.

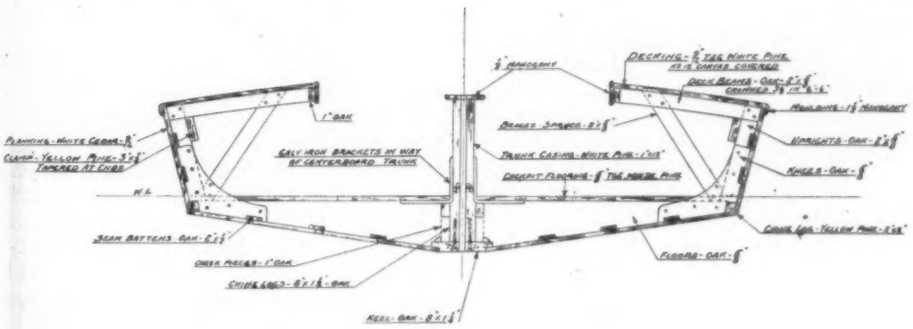


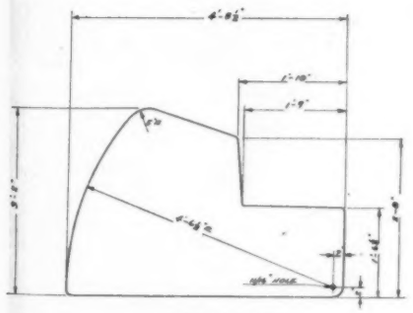
Lines, construction plans and deck plan of *Kismet*. The dimensions for "laying down" are found in the lines plan and the table of offsets.

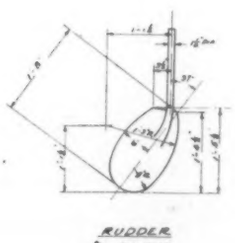
Sail plan of *Kismet*, a 15-foot water line sloop.

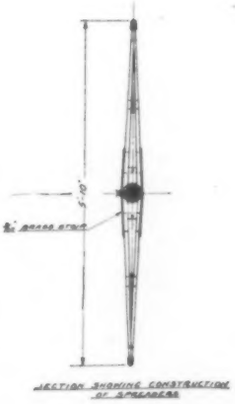


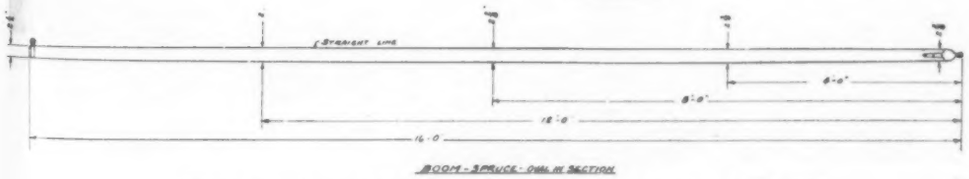



PLANKING - WHITE CEDAR - ⅝"
CLAMP - YELLOW PINE - 3"x⅞" TAPERED AT ENDS
1" OAK
CAST IRON BRACKETS IN WAY OF CENTERBOARD TRUNK
W.L.
SEAM BATTENS OAK - 2"x⅝"
CHOCK PACERS - 1" OAK
CHINE LOGS - 2"x1⅛" - OAK
KEEL - OAK - 8"x1⅝"
⅝" MAHOGANY
DECKING - ⅝" TAR WHITE PINE WITH CANVAS COVERED
DECK BEAMS - OAK - 2"x⅝" CENTERED 24" (12" C.C.)
MOULDING - 1½" MAHOGANY
BEAMED SPACED - 2"x⅝"
TRUNK CASING - WHITE PINE - 1"x8"
CABIN UPRIGHTS - OAK - 2"x⅝"
KNEES - OAK - ⅝"
CHEEK LOG - YELLOW PINE - 2"x8"
FLOORS - OAK - ⅝"



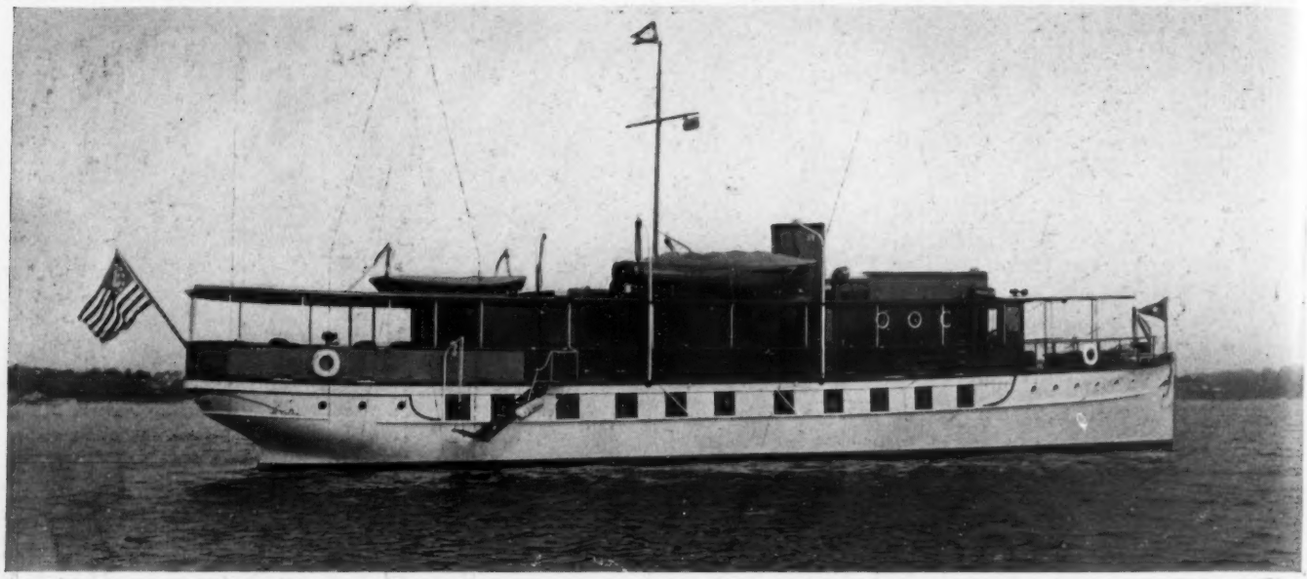






Midship section and full detail plans for the construction of *Kismet*.

The New Cruising Houseboat *Freedom*



***Freedom*, the new power houseboat designed for A. J. Fay, of Lowell, Mass., by the Mathis Yacht Building Company. Her yacht stern adds to the attractiveness of her appearance.**

IN the new houseboat cruiser *Freedom*, recently designed and built by the Mathis Yacht Building Co., of Camden, N. J., for Mr. A. J. Fay, of Lowell, Mass., we have something new in the way of large power houseboats. In this yacht the Mathis Company has turned out a boat that has all the characteristics and grace of line of a large power cruiser, yet with all the advantages, room and comfort that the large houseboat affords. In the first place *Freedom* has a flush deck extending from forward aft, with an unbroken sheer line, unusual in conventional houseboat design. The designers have given her an elliptical yacht stern which has added a great deal to her appearance, and to her ability in a following sea, and which carries out the yacht appearance of the rest of the hull. The only things about her that bespeak the houseboat are the square windows amidships, and these add so much to the comfort below that they should never be omitted or changed.

The dimensions of *Freedom* are: length over all, 104 feet; water line, 97 feet, 11 inches; beam, 19 feet, and draft, 4 feet. There is a main deckhouse 35 feet in length, in which is the combined living and dining room, with a pantry and captain's room forward. The staterooms are all below deck and are ample for a large party. The deckhouse and all out-

A corner of the owner's stateroom.

Looking aft along the starboard passageway of *Freedom*.

The main saloon, or living room of *Freedom*, in the after end of the deckhouse.

side joiner work is in teak, with mahogany finish inside.

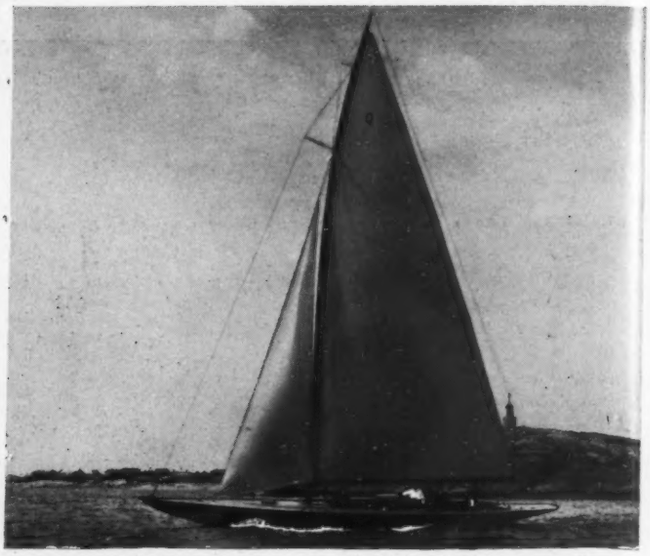
For motive power *Freedom* has two Winton motors, turning twin screws, which push her along between 15 and 16 miles per hour. Her auxiliary equipment embraces all the latest appliances.

Freedom is of a size suitable for coastwise work and for the Erie and Champlain Canals, as well as for the numerous canals along the coast. She is now on her way south for the winter, where her owner intends to live on her throughout the season.

The quarter deck, pleasantly furnished with easy chairs and a wide cushioned transom at the after end.

One of the double guest staterooms.

Hornet, championship winner in Class Q, Marblehead.



Nor'easter IV, the only 25-rater at Marblehead with a curved mast.

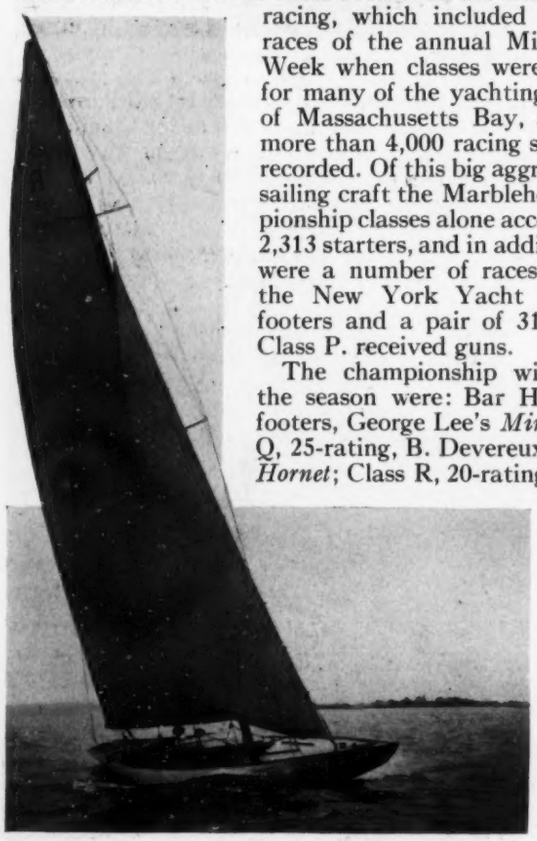
The Season's Championships at Marblehead

The Most Active Season In Years Brings Out Record Fleet

By LEONARD M. FOWLE

MARBLEHEAD championship racing of 1926 was composed of twenty-three events, a dozen given by the Corinthian Yacht Club, ten by the Eastern Yacht Club, and a single regatta under the colors of the Boston Yacht Club, sailed during Mid-Summer Week. This racing brought out a fleet of 161 yachts that participated in a dozen classes in one or more events. In the championship racing, which included the seven races of the annual Mid-Summer Week when classes were provided for many of the yachting localities of Massachusetts Bay, a total of more than 4,000 racing starts were recorded. Of this big aggregation of sailing craft the Marblehead championship classes alone accounted for 2,313 starters, and in addition there were a number of races in which the New York Yacht Club 40-footers and a pair of 31-raters of Class P. received guns.

The championship winners for the season were: Bar Harbor 31-footers, George Lee's *Mingo*; Class Q, 25-rating, B. Devereux Barker's *Hornet*; Class R, 20-rating, Charles Francis Adams' *Gossoon*; Herreshoff Class S Knockabouts, Guy Lowell's *Cima*; Marblehead One-design 18½-footers, Harry N. Bloomfield's *Barbara*; Manchester One-design 17-footers, Alfred E. Chase's *Pawn*; Class O, One-design 15-footers, Thayer Brothers' *Surprise*; Class T. One-design 14-footers, Miss Martha Brackett's *Cyda II*; Brutal Beasts, Special Division, Miss Elizabeth Brackett's *Libby B II*; First Division, Stanley D. Forbes, Jr.'s *Little Dipper*; Second Division, Albert Goodhue, Jr.'s *Seal*; Third Division, Bruce and Ruth Edmands' *Periwinkle*.



Gossoon, champion 20-rater class. She is owned by C. F. Adams.

The most remarkable showing of the entire Marblehead fleet was the record established by the Thayer Brothers' *Surprise*, sailed by the younger brother, Harry B. ("Bobs") Thayer. In a class that averaged twenty starters for the season, the *Surprise* captured fourteen firsts, was in second place in eight of her other starts, and once finished in ninth place, owing to a decided shift in the direction of the breeze, in a race in which twenty-two started.

The standing of those boats that qualified by sailing the required number of races with various classes follows:

BAR HARBOR 31-FOOTERS

Name	Starts	Total	Av
Mingo	19	16,467	.877
Zara	21	15,168	.722
Astrild	19	9,665	.509

CLASS Q. R. 25-RATING

Name	Starts	Total	Av.
Hornet	21	19,005	.905
Sally XIII	22	17,247	.783
Falcon	22	12,565	.571
Nor'easter IV	19	10,765	.567
Leonore	21	10,526	.501
Nor'easter III	11	7,419	.412
Hawk	22	8,698	.395
Aquanno	14	2,387	.133

CLASS R. 20-RATING

Name	Starts	Total	Av.
Gossoon	17	13,999	.778
Yankee	19	13,094	.689
Mary	17	10,789	.635
Ellen	18	10,587	.588
Ruweida V	18	9,889	.549
Norsman	22	11,052	.504
Rebel	14	7,392	.493
Bonnie Kate	18	8,848	.492
Scapa II	17	6,511	.362

HERRESHOFF CLASS S

Name	Starts	Total	Av.
Cima	22	14,722	.669
Sandust	22	13,714	.623
Grayling IV	18	10,878	.604
Widgeon	21	13,189	.599
Tinker	20	10,770	.538
Red Jacket	16	10,072	.530
Friskie	14	9,914	.522
Stella II	10	10,173	.509
Aminta	19	9,116	.480
Nancy	20	9,430	.471
Woodcock	20	9,360	.468
Kotick	23	10,273	.447
Nixie II	21	8,909	.423
Cheerio	14	6,042	.318
Rocket	13	5,450	.287

MARBLEHEAD 18½-FOOTERS

Name	Starts	Total	Av.
Barbara	23	20,000	.870
Barracuda III	23	15,097	.656
Larche III	20	11,691	.585
Euellan II	23	12,863	.559
Cursor	19	9,494	.500
Vagus	19	9,268	.488
Wheenaw	23	10,520	.457
Marianette	21	7,442	.338

MANCHESTER 17-FOOTERS

Name	Starts	Total	Av.
Pawn	24	17,966	.748
Jackanapes II	25	18,146	.726
Tyro	23	15,894	.691
Asteria	22	14,479	.658
Morisca	21	13,079	.623
Kayak	24	14,076	.586
Mah Jong	22	12,826	.583
Ita III	22	11,834	.538
Belfay	22	10,612	.482
Sourire	23	9,913	.431
Gadget	20	7,122	.339

(*Continued on page 122*)

Eskawaja III, owned by Warren Leslie, championship winner, Class P.

Great South Bay Sailors Have a Wet Cruise

Fine Fleets and Fickle Winds Mark the Annual Event on the Bay

By H. A. Callahan

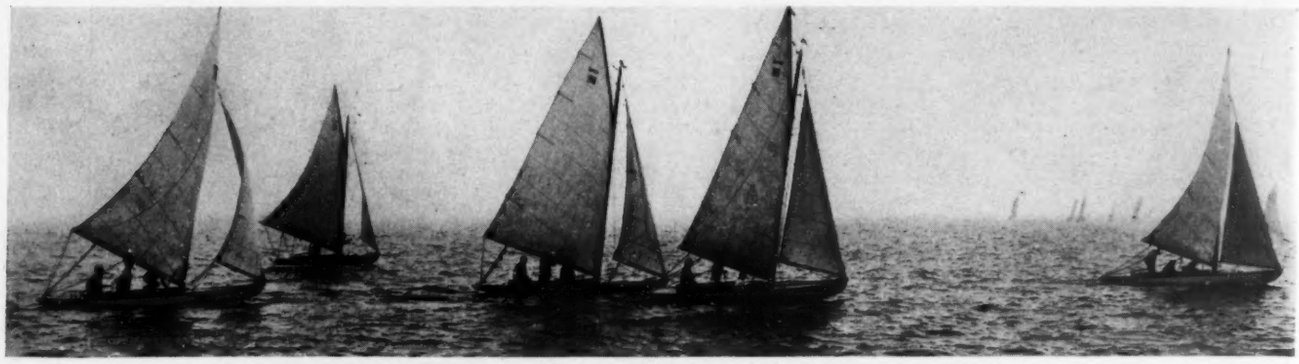
ONCE more the skippers of Great South Bay have proved that deep water is not necessary for yacht racing enthusiasm. For the eleventh successive year the ten clubs comprising the Great South Bay Yacht Racing Association brought out a perfect armada of racing boats, tenders, mother ships and sight-seeing craft for the five days of the annual cruise. Ninety-two yachts started at Bay Shore, thus establishing what is said to be a new record for the Association. In all, there were probably over three hundred craft of all descriptions sailing from port to port and participating in, or aiding and abetting, the regattas.

The yacht club dock at Bayshore was a busy place when the fleet was there.

A cruise on Great South Bay involves much hardship and discomfort. The boats are all shoal draft centerboarders. Of the sixteen classes, thirteen are composed entirely of open boats, while the other three have only summer cabins. Therefore, most of the crews tow their racing craft with motor boats on which they live. Others entrust their boats to the mother ship or towboat supplied by their yacht club. The hardiest spread "pup" tents over their wet cockpits, forswear shaving, and attend the dances in dungarees. The fact that there was a thunder squall almost every night of the cruise, that the sun did not really commence to shine until the start of Saturday's races, and that clothing that became wet in the two-reef breeze Wednesday remained wet for the rest of the cruise, mattered not at all.

It is a busy time, this cruise week. Monday is usually devoted to the task of grooming and tuning. The boats that have been on the ways for the scraping and greasing of their bottoms are gone over with a fine tooth comb. New battens are whittled, loose turnbuckles taken up, crews trained to new stunts that will save a few seconds in handling a spinnaker. Tuesday the cruise begins with an assembly and dance at the Unqua Corinthian Yacht Club at Amityville, the western end of Great South Bay proper. Probably a thousand people enjoyed the lavish hospitality of the Amityville club.

On Wednesday morning, August 11th, the boats made a run to Babylon, where they raced in the afternoon. The Babylon Yacht Club's clubhouse has been moved across the mouth of the creek since last year and no course instructions were available until just before the race. The



The Indian Class Sloops. *Montauk* (No. 32) was the championship winner.

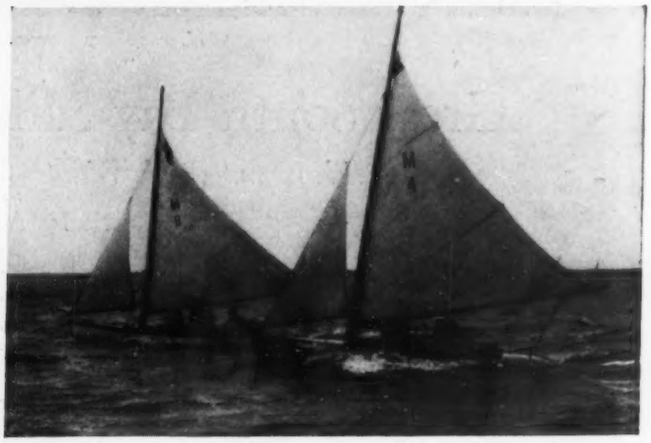
course sailed was rather unusual for Great South Bay, consisting as it did of a reach from the starting line to the first corner of a triangle, about which the classes sailed once, twice, or three times, according to their size, and then finished with a reach back to the starting line. A rule of the Association providing that the committee boat would be moved after the start so as to make the finish line at right angles to the last leg of the course was made unnecessary by reason of this tail to the usual triangle. The very clear instructions issued by the Regatta Committee, however, cleared up the confusion, but in spite of every effort, several boats finished the wrong way. It blew hard from the southwest and most of the boats carried double reefed mainsails and storm jibs. The last boats to finish raced in just ahead of a threatening squall, which looked worse than it proved.

On Thursday morning, August 12th, the run to Bay Shore was followed by motor boat races in the speed boat class, won by George Knapp's *Miss Demure.*

The sailboat races in the afternoon promised to be nice and dusty. It was blowing a howler out of the southeast, and all eyes were turned upon the dozen or more boats that put out of the cove to see if they could carry double reefed canvas out in the bay. Just before the warning gun, however, the breeze softened, the reefs were shaken out, and the boats started in what was little more than a drifting match. When the twice-around boats were on the first leg of their second lap, the wind shifted a point or so to the south and materially cut down the windward work. Again the day ended in a thunder squall of considerably more strength than that of the previous day. The last boats to finish were caught in it but came through without mishap.

The Class P. Sloops. Left to right, *Alva, Avis, Kid, Eskawaja III, Constance.*

On Friday the Thirteenth, the twenty-three mile run to Bellport was enlivened by cruising motor boat races. The sailing races in Bellport Bay, the eastern end of Great South Bay proper, were sailed in light airs from the southwest. This southwest wind that roars in from the ocean all summer long, zips across the narrow sand bar that separates the bay from the ocean and cools the entire south shore of Long Island, always seems to hide on Cruise Week, or if it does report for duty it is frequently dis-



Class M, small sloops. No. 8, owned by Amy Culver, winner.

couraged by the number of boats it has to push around and slows down accordingly. There was no dance at Bellport. The Bellport Bay Yacht Club has come to the conclusion that Cruise Week dances are not social successes, and interfere with the comfort and well-being of the sailors, who are quite thoroughly tired by three days of racing and three nights of discomfort and festivity. The unmerciful downpour of rain that night confirmed the judgment of the club in using its house as a dormitory rather than a dance hall.

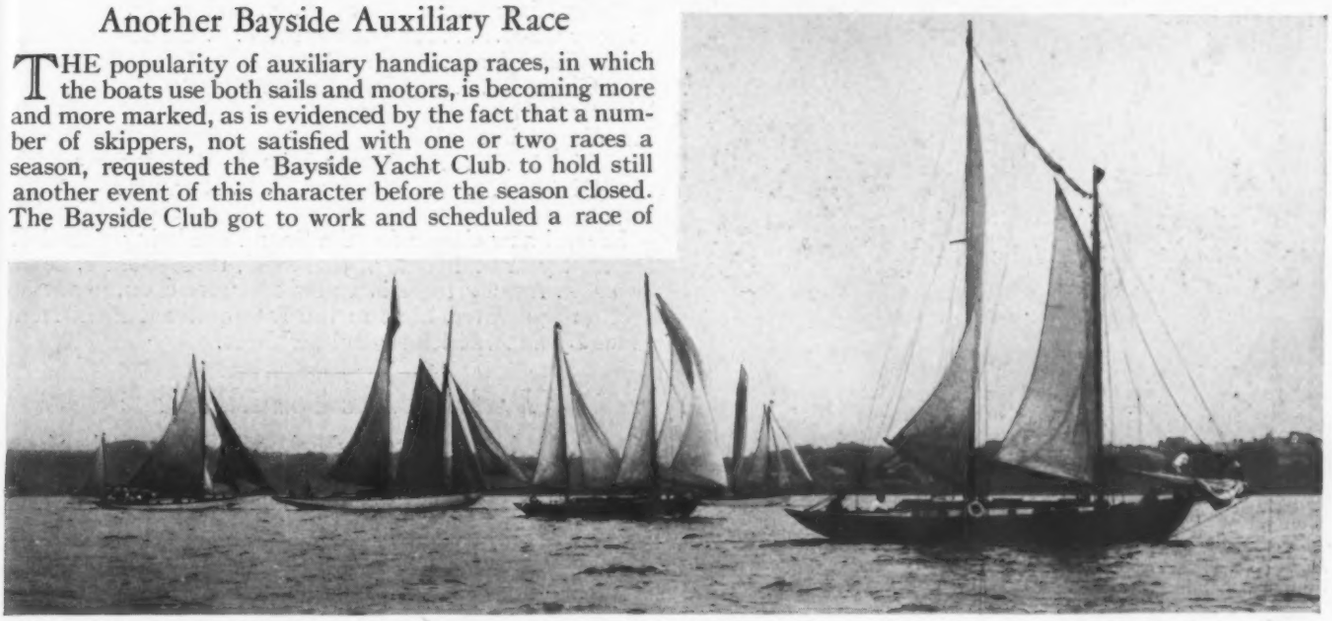
Saturday's squall came early. The tail end of the twister that kicked up a water spout on the Sound and did so much damage on the north shore of Long Island churned the water white around the fleet anchored off Sayville for the last day of the cruise. But the only damage it did was to iron out the wind and doom the skippers to another drifting match. The calmest air seemed to lie just above the starting line. Although the guns went off at the regular three minute intervals, there were times when as many as three classes were standing still on the line at the same time. But a light breeze sprang up after the start and all the eighty-four boats finished. It was a toss-up at Sayville whether to stand out in the bay on the windward leg to get the full strength of the wind and buck the strength of the flooding tide or to stand in under the shore where the

(*Continued on page 121*)

The Month in Yachting

Another Bayside Auxiliary Race

THE popularity of auxiliary handicap races, in which the boats use both sails and motors, is becoming more and more marked, as is evidenced by the fact that a number of skippers, not satisfied with one or two races a season, requested the Bayside Yacht Club to hold still another event of this character before the season closed. The Bayside Club got to work and scheduled a race of approximately 70 miles, to and around Stratford Shoal. There were no restrictions on sails or crew, and the carrying of tenders was optional. The gasoline allowance was based on the last Block Island Race formula, divided by three, and time allowance was 7 minutes per over all foot.



Start of the Stratford Shoal race for auxiliaries on September 25, given by the Bayside Yacht Club. Percy Mack's *Sea Lady* leading.

Eight boats faced the starter on September 25th, the first home being J. W. Ripley's schooner *Kumalong*. On corrected time, however, first honors went to the 37-foot ketch *Dania*, owned by Hans Feveile, with *Kumalong* second and *Docani* third. Several severe squalls were encountered during the night, resulting in two craft being disabled and several more reporting minor mishaps.

The summary:

Boat and Owner	Corrected Time
Dania, Hans Feveile	8:10:48
Kumalong, J. W. Ripley	8:20:50
Docani, Noble & Smith	8:56:10
Sea Lady, Percy Mack	9:47:15
White Cap, P. H. Murphy	11:23:15
Charmen, N. C. James	11:34:30
Rambler, A. Girtanner	Disabled
Playmate, C. H. Frisch	D.N.F.

Ardelle Wins Child's Trophy

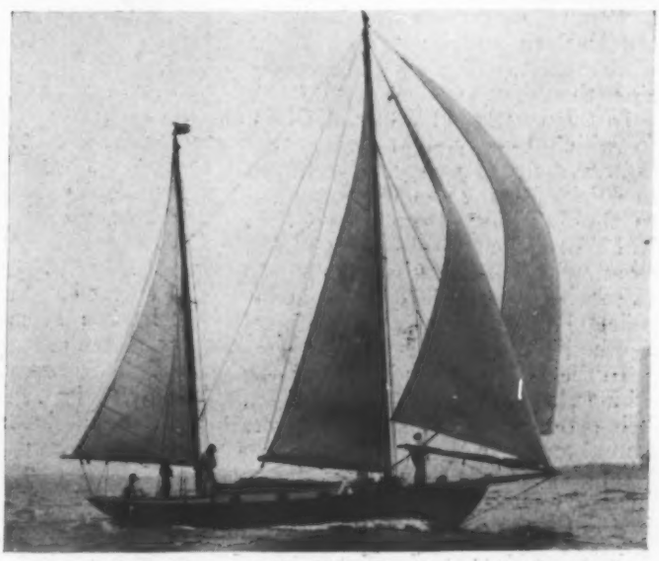
FOURTEEN boats, representing nine different yacht clubs, took part in the race for the Child's Trophy, held on September 22nd over a triangular course of 11 miles, from the start off Execution Light, to and around buoy off Week's Point, to and around buoy off Parsonage Point, and thence to the finish. A southwesterly breeze of good strength gave the boats a broad reach, a run, and a long and short leg to the finish.

The race was run under the auspices of the Manhasset Bay Yacht Club as defender of the trophy won last year by Donald Cowl's Class R sloop *Ardette*. Skipper Cowl again appeared at the line, this time in the new Class R sloop *Ardelle*, and after a hot fight with the Class R sloop *Fifi*, sailed by C. Sherman Hoyt, managed to squeeze out a victory by the narrow margin of 13 seconds. *Bob-Kat* and *Barbara* were close on the heels of the leaders.

The two N. Y. Y. C. 30-footers *Minx* and *Narcissus* lead the fleet around the course, but were unable to save their time allowance on a number of the smaller craft.

An unfortunate accident marred the start, when the Class R boat *Doress* was forced into the main boom of the committee boat *Michabo*, by the *Chances*. *Doress's* mast went by the board, the crash being heard for half a mile, *Chances* being disqualified for failing to give room at the weather starting mark.

Yacht, Club and Owner	Corrected Time
Ardelle, Manhasset Bay Y. C., Donald M. Cowl	1:41:12
Fifi, New Rochelle Y. C., Geo. Granbery	1:41:25
Bob-Kat, Seawanhaka, R. B. Meyer	1:42:24
Barbara, Royal Nassau S. C., C. D. Mallory	1:43:21
Dauphin, Larchmont Y. C., Hoyt	1:44:59
Lea, Indian Harbor Y. C., F. Nichols	1:47:15
Black Jack, New York A. C., T. S. Clark	1:47:47
Minx, Manhasset Bay Y. C., W. C. Atwater, Jr.	1:49:21
Narcissus, Royal Nassau S. C., F. Page	1:51:18
Carry On, Knickerbocker Y. C., G. Curry	1:53:18
Bandit, New Rochelle Y. C., S. Wetherill	1:56:17
Doress, Indian Harbor Y. C., R. Law, Jr.	Dismasted
Chances, Stamford Y. C., Wheeler	Disqualified



The ketch *Dania*, owned by Hans Feveile, won the Stratford Shoal race.

***Bob-Kat*, owned and sailed by R. B. Meyer, won the Long Island Sound Championship in the R Class after the closest of fights with Donald H. Cowl's *Ardelle*.**

Long Island Sound Championship Winners

THE championship yacht racing season on Long Island Sound brought out large fleets in most of the classes, and in many of them the results were extremely close. Twenty-three championship events were scheduled, and in eleven classes championship medals were awarded to those in which yachts qualified.

The closest racing was in the 20-rater class, in which eleven boats sailed throughout the season. The result was very close between R. B. Meyer's *Bob-Kat* and Donald H. Cowl's *Ardelle*, both new boats, the result depending on the last race. In this event *Bob-Kat* finished ahead of the *Ardelle* and took the championship series by only a fraction of one per cent.

The Larchmont O Class raced with new Marconi rigs and Harold Tobey's *Mirage* was a consistent winner, taking championship honors.

In the 40-foot class several of the yachts did not qualify, owing to the fact that their owners were away on the Eastern and New York Yacht Club cruises, which took them away from the racing on the Sound.

In the new Sound Interclub Class, to which twenty-eight boats were built, as many as twenty-three started in some of the races. Honors went to the *Wee Betty*, owned by G. M. L. La Branche and sailed by W. W. Swan, with J. B. Dunbaugh's *Aileen* in second place, sailed by Cornelius Shields, and *Bandit*, owned by Samuel Wetherill, third.

In the 6-meter class *Hawk* was the winner, her skipper, A. E. Luders, Jr., being the youngest sailor on the Sound racing in the regular classes.

The winners in the various classes in which yachts qualified by sailing in 15 of the races, follows:

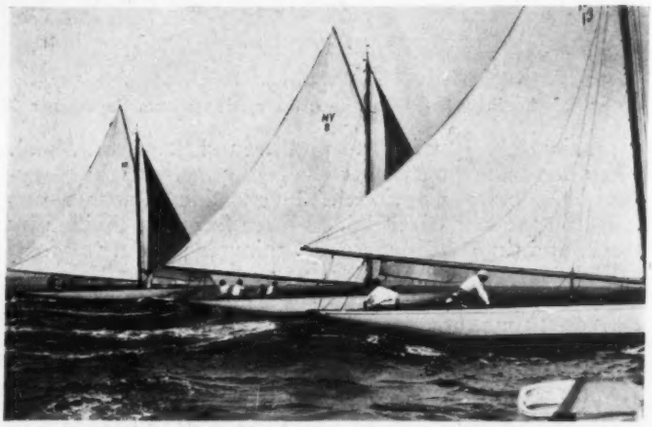
40-Ft. Class.....*Typhoon*, Charles Smithers
Larchmont Class O...*Mirage*, Harold Tobey
30-Ft. Class.....*Narcissus*, F. S. Page
20-Rating Class.....*Bob-Kat*, R. B. Meyer
6-Meter Class.....*Hawk*, A. E. Luders, Jr.
Victory Class.....*Black Jack*, T. S. Clark
Inter-Club Class.....*Wee Betty*, G. M. L. La Branche
Star Class.....*Irex*, Ernest Ratsey
Wee Scot Class *Orca*,
Handicap Class
Div. 1.....*Young Miss*, L. B. Schwarcz
Div. 2.....*Acadian*, F. E. Raymond

A. E. Luders, Jr., one of the youngest skippers on the Sound, won the 6-meter class championship in *Hawk*.

Several new classes for the Sound are being talked of for next year and some of these will, undoubtedly, come through. Among these is a new 10-meter class, about 36 feet on the water, built to the International Rule, from plans by an American naval architect.

Duchess Wins Cornfield Race

SAILED by the veteran Walter S. Sullivan, the sloop *Duchess*, representing the New Rochelle Yacht Club, successfully defended the Myrick Trophy over the 130-mile Cornfield Lightship course in a hard-sailed race which started on September 25th and finished the next day.



A close race in the N. Y. 30-foot class. *Narcissus* won the championship.

The sloop *Azor*, owned by C. A. Marsland, which won the trophy in 1923 for the New Rochelle organization, was entered this year from the Indian Harbor Y. C., and was the first boat to finish the course in record time, but lost out by 12 minutes on corrected time.

The boats carried a brisk southwest breeze to and around the turning mark, but a bit later were caught in a succession of hard squalls from various directions. *Azor* and *Gleam* lowered away for a time, but *Duchess* carried on through everything and won by a slim margin as shown in the following summary.

The summary:

Yacht and Owner	Elapsed Time	Corrected Time
Duchess		
R. Jacob	19:23:00	18:37:33
Azor		
C. A. Marsland	18:49:30	18:49:30
Gleam		
B. V. Kozlay	20:43:00	20:07:44

The New 80-foot Express Cruiser *Elida*

Photos by M. Rosenfeld

Elida, owned by William C. Langley, of New York, is one of the new fast cruisers designed and built by the Luders Marine Construction Company.

This yacht, turned out during the present year, fulfills the growing demand for speed, accommodations and handsome appearance in moderate-sized power cruisers. Her length is 80 feet, beam 14 feet and draft 4 feet. There is a spacious bridge deck, enclosed at the forward end, a large dining room in the sunken deckhouse forward, and sleeping cabins aft. She makes 22 m.p.h. with two 6-cylinder Sterling motors.

At Right: Owner's stateroom.

Below: Bridge deck, and dining room, seating eight comfortably.

Yachting

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Editorial

The Proposed Adoption of the International Measurement Rule

THE growing dissatisfaction with our measurement rule and the insistence of those who race in the smaller classes on some change that will produce a better all around boat than is now the case under the rule, came to a head last month when the executive committees of both the North American Yacht Racing Union and the Yacht Racing Association of Long Island Sound decided to recommend to their respective delegates the adoption of the International Rule formula, for yachts of 31-foot rating (Class P) and under. While the formal meetings of these two bodies have not been held at this writing, the sentiment of the members of the two executive committees was so strongly in favor of the change that it seems likely that the two associations will adopt the recommendation. The only yachting center apparently satisfied with the present rule seemed to be Marblehead.

Granting that a change of rule was advisable, there were three courses possible: (a) Change the present rule, which has stood since 1905, by incorporating certain limitations and restrictions looking towards a more wholesome type. (b) Concoct an entirely new rule. (c) Adopt the International Rule, in use abroad and exemplified here in a large six-meter class. There seems no valid reason for adopting the second course and bringing out something entirely untried. Nor is it entirely satisfactory to doctor up a rule in which many, rightly or wrongly, have lost faith. All this was pointed out in a report presented by Com. W. A. W. Stewart and signed by Henry L. Maxwell, Clinton H. Crane, F. H. Early, G. H. Gooderham, and P. R. Mallory, which strongly advised adopting the known and tried International formula with some slight changes, which it is thought there will be no difficulty in getting accepted abroad for the sake of uniformity.

To our mind, this was the wisest course to adopt. The International Rule may not be ideal. No rule yet devised is. But it is a good rule, being based originally on our Universal Rule with different, and more direct, methods of application, and after observation of our rule in practice had shown where it could be improved. Yet, irrespective of its value as a rule, it is a distinct advantage to have the same rule of measurement both here and abroad. There is bound to be more international racing in the smaller classes, and this makes it easier of accomplishment. Witness the six-meter class. Whereas our own rule in the last ten years has produced only two classes (the 20- and 25-raters) with but comparatively few boats in each, not more than twelve having been built for the Sound since 1916, yet in the last five years no less than 30 six-meters have been built here to the International Rule through the impetus of international sport.

At no time could a change of rule be made with less harm to existing yachts than at present. In addition to the scarcity of rule classes, there are in each but few boats good enough to win. The adoption of a new rule, therefore, will affect only a few craft, and these can still be raced together under the present Universal Rule classifications. Also, we believe the adoption of this new rule will stimulate building. On account of the dissatisfaction with the former rule, tinkering with it would not have resulted in new building. With an entirely new (to this country) rule in vogue, many will want to build. Styles in yachts count for as much as in clothes. Already a new class, built to the International Rule seems assured here for next year.

Whether the rule, if adopted, produces the wholesome type we hope for, and has more elasticity than our present rule, remains to be seen. Certainly we are not getting either under the Universal Rule, when such fine, able, roomy craft as the 20-raters *Grayling*, *Gamecock*, *Ardette* and others are not protected enough to give them a chance against the extreme forms the rule also allows.

New Classes Proposed

Following hard on the proposed change of measurement rule, a new class has been started for Long Island Sound, to be built under the International formula. This is a class of 10-meter yachts, built to the same design, for several well known New York yachtsmen, some seven or eight having been ordered. These boats will be about 36 feet on the water, with a trifle over 1,400 square feet of sail, and in size will be between the N. Y. Thirties and the Larchmont O Class, with excellent cruising accommodations. They will be the first International Rule yachts to be raced here above the Sixes.

It is to be regretted that in promoting this class it was not made an open one. If this had been done it would have given American yachtsmen a chance to really see the International Rule in operation, to find what could be turned out under it by different designers. It would, besides, have given American naval architects an opportunity to become familiar with the rule.

Why change the rule at all if we are still going to stick to one-design yachts? Why all this cry about open classes when no one builds to them? Here was a chance, an opportunity, to do something which would have given the new rule the impulse it needed, — and American yachtsmen immediately go in for a one-design class. It would have cost a few thousands more for an open class yacht — possibly $2,500 more for one of this size. What is this amount against the advantages that would accrue to the sport from giving American designers a chance to develop under the rule? There is also talk of a large sloop class, some 65 feet on the water, with jib-headed rig. This also is proposed to be a one-design class. Truly, the outlook for the future of yacht designing in this country is a dark one.

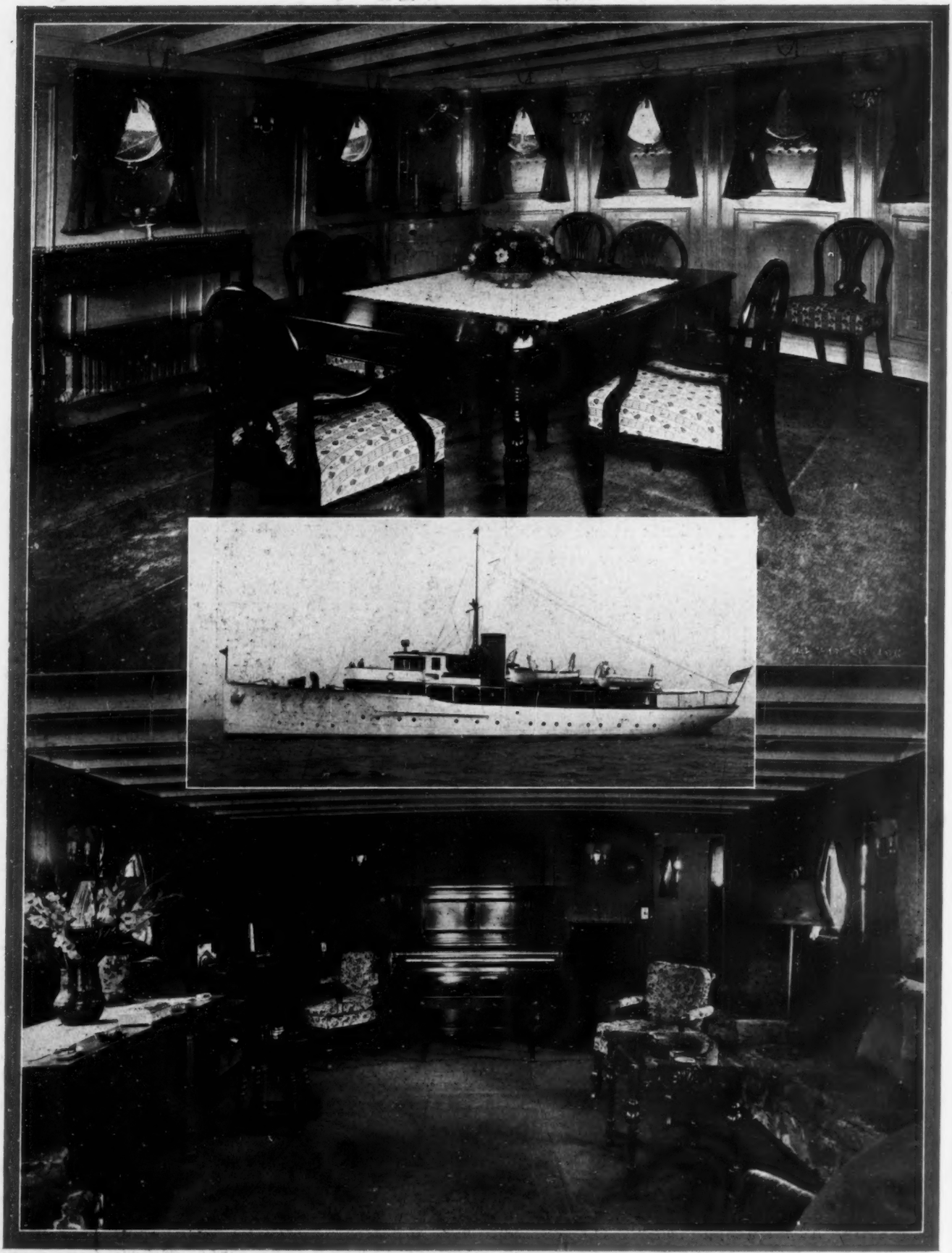
In the World of Yachting

WILLIAM H. PARHAM

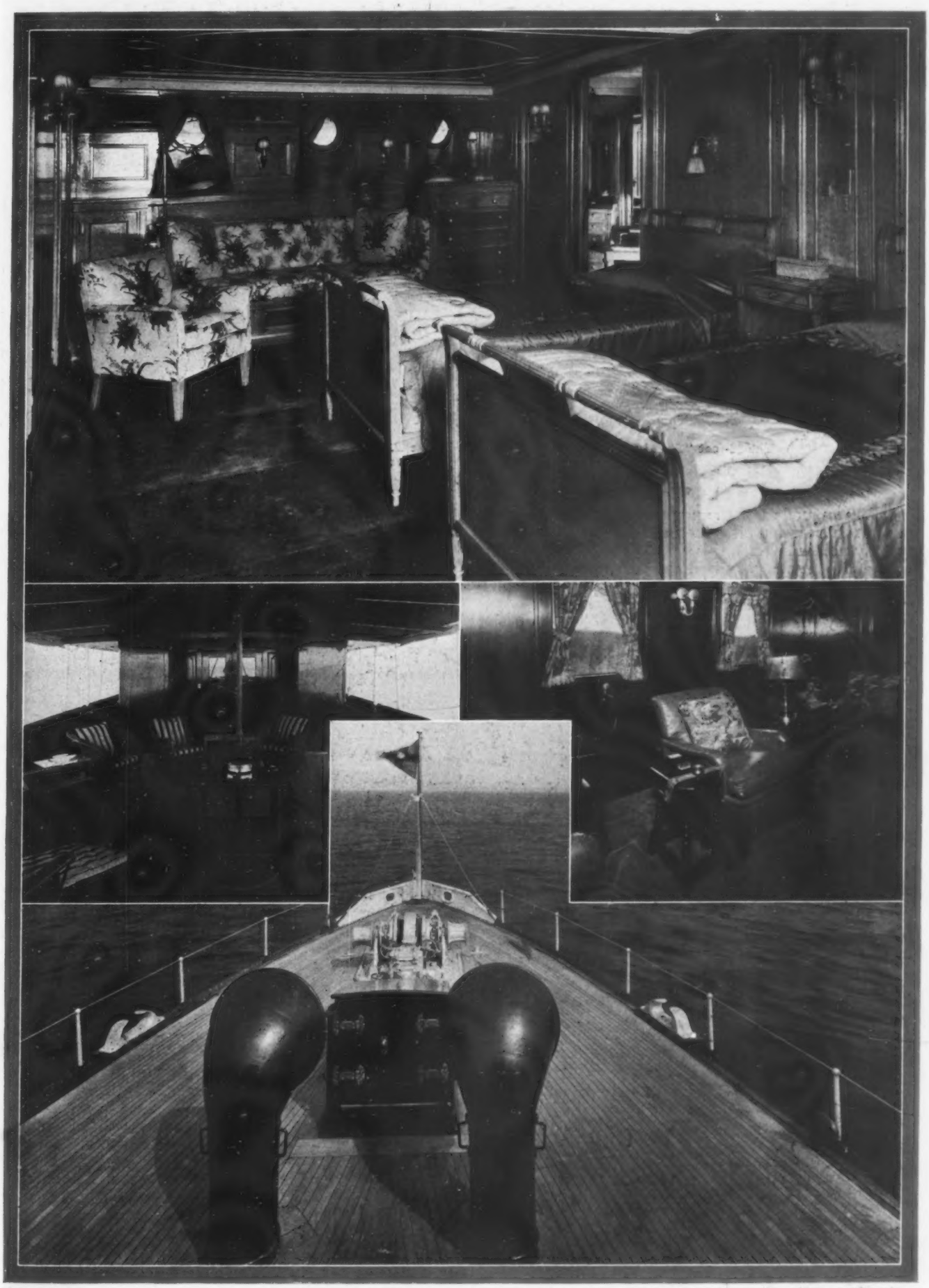
YACHT racing, and yachting generally, on the waters tributary to the Gulf of Mexico, have received a tremendous impetus since the war, due to the efforts of several hard working devotees of the sport, and large fleets have been gathered at many of the yachting centers and strong organizations built up. Not only is the climate there ideal for a long yachting season, but there is a strong sectional pride that is always helpful in popularizing the sport and keeping it abreast of the developments in other yachting communities.

One of the outstanding figures in this growth-encouragment of the pastime, and in the organization of both sailing and power boating, is William H. Parham, who has for many years held the highly honorary position of Secretary-Treasurer of the Southern Yacht Club, of New Orleans, one of the oldest yacht clubs, as well as one of the largest, in the United States. Founded in 1849, the Club rounded out its seventy-fifth or diamond jubilee year recently, after a prosperous career, and now has the largest fleet of any yacht club in the South. Mr. Parham was also largely instrumental in organizing, some years ago, the Gulf Yachting Association, comprised of the yacht clubs of Mississippi, Florida, Louisiana, Alabama and Texas, which has done much for inter-sectional yacht racing on the Gulf. For several years he held the position of Secretary in this organization, in which he is well known along the Gulf Coast and up and down the Mississippi Valley. In 1925 he was President of the Mississippi Valley Power Boat Association, and helped promote the New Orleans Speedboat Association's Racing Carnival, to which racing boats were sent from all parts of the country to participate, and which brought New Orleans into national prominence as a power boat racing center. Altogether he has been a "useful citizen" in the interests of yachting in the southland.

Josephine, one of the New Diesel Yachts of the Year



The living room in the after end of the deckhouse. Top: The well appointed dining room in the forward end of the deckhouse. *Josephine* is owned by E. S. Burke, Jr., of Cleveland. She is 140 feet in length and was designed by Cox & Stevens and built by the Newport News Shipbuilding and Dry Dock Company.



Top. The owner's stateroom on *Josephine*. Center, left. The broad after deck. Right. A corner of the smoking room. Bottom. The forecastle deck, looking forward.

Photos by M. Rosenfeld

The 38-foot "Standardette" power cruiser built by the T. A. Kyle Co., Inc., City Island, N. Y.

Two Standardized Power Cruisers

Two new models of the popular Matthews' 38-footer, put out this season, offer the power boatmen something entirely new in boats of this size. Using the same standardized hull, the Matthews Company has evolved two arrangement plans for widely different purposes. One of these is the Standard Day Cruiser, with a large cockpit amidships, 16 feet in length, enclosed at the forward and after ends and protected by a standing roof. The cabin, aft, has four box spring berths, galley, toilet room and excellent living accommodations. A speed of 12 miles is obtained with a 70 h.p. motor.

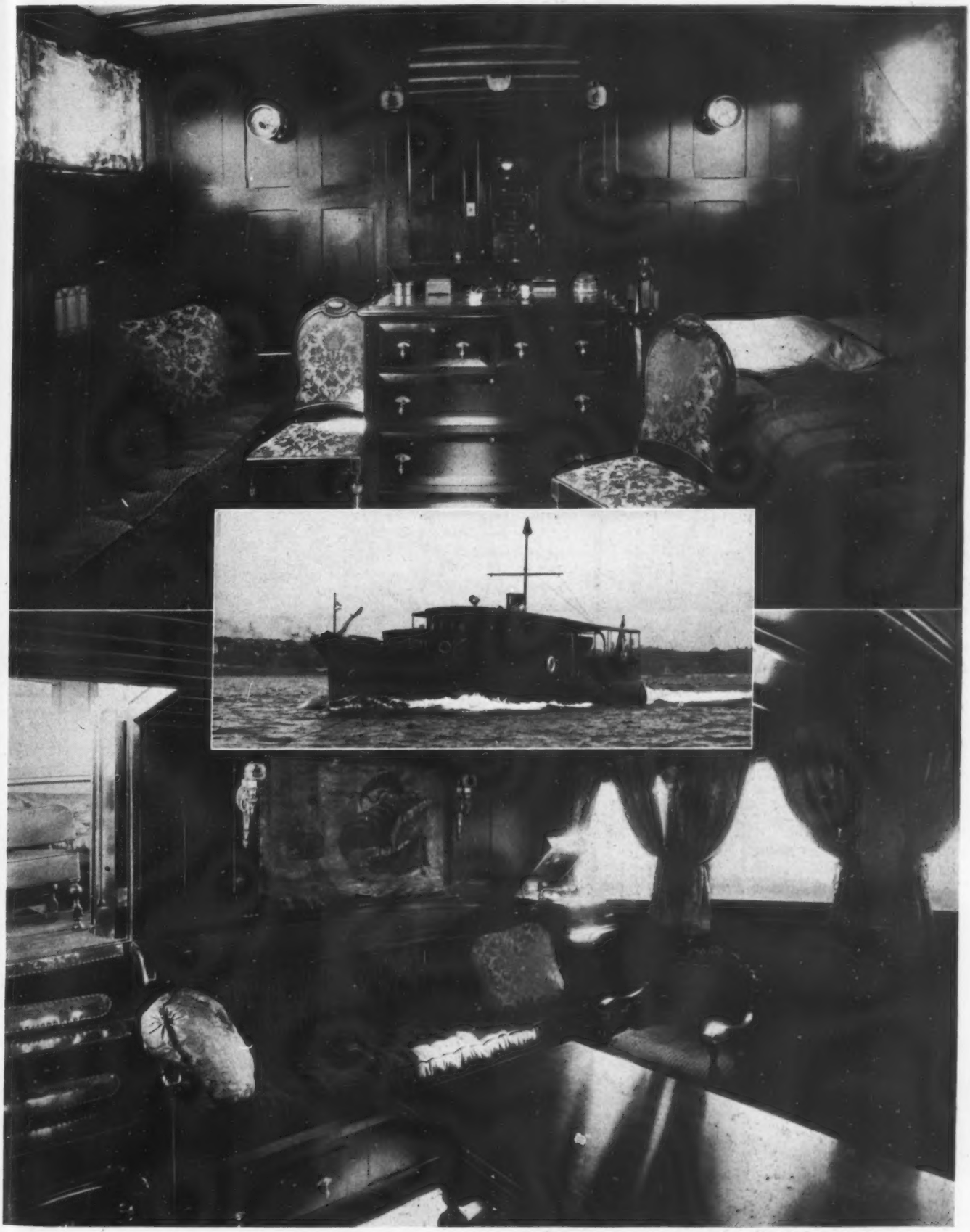
The other model is the Standard Sport Fisherman. In this case, the large cockpit is aft, partly protected by a standing awning and partly open for fishing, with the cabin forward.

The 38-foot Standardette, built by the T. A. Kyle Co., Inc., City Island, New York, is one of the largest and roomiest cruisers of her size to be found in a standardized model. Of the raised deck type, with an extension cabin trunk, there is a great amount of room below, accommodations being had for six persons in two separate compartments. There is a roomy after deck. A 35 h.p. Kermath gives a sustained speed of 10 m.p.h.

The new Matthews model Standard Day Cruiser has a large cockpit amidship, and a comfortable after cabin.

The Matthews "38" Sport Fisherman is a snappy looking addition to the fleet of standardized boats.

Solace, a Great Lakes Cruiser

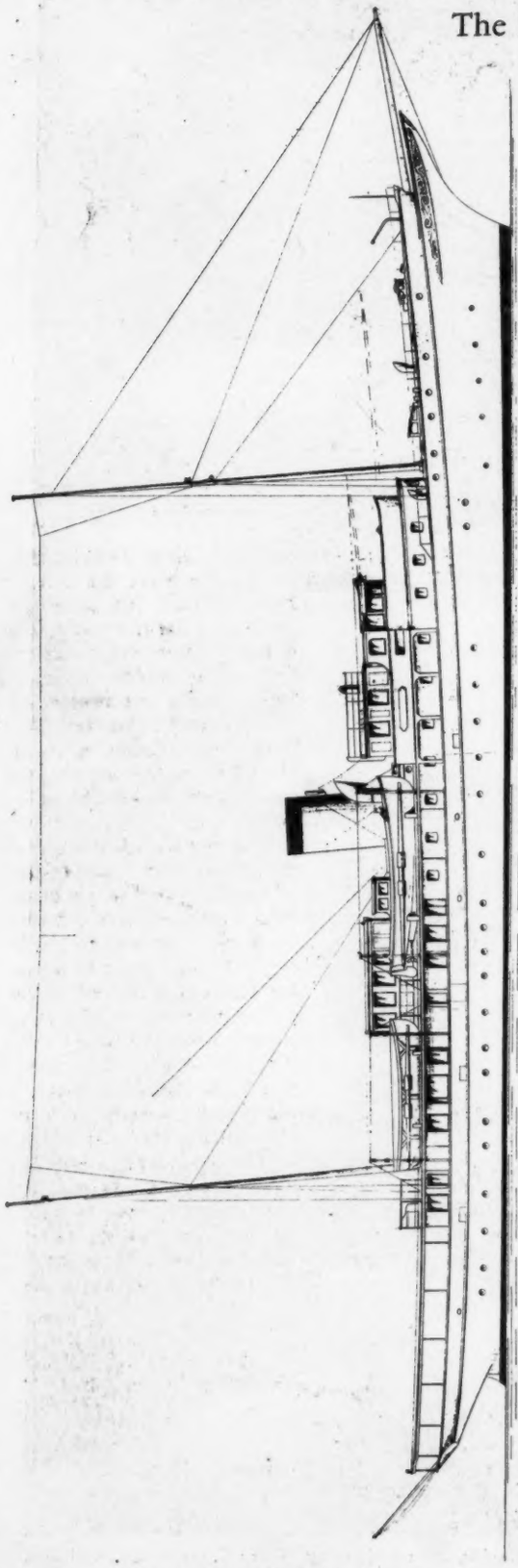


One of the new cruisers this year. is the *Solace,* built for L. S. Wallace, of Grand Rapids, from designs by Henry C. Grebe Co., Chicago. She is 72 feet long overall, by 14 feet 6 inches wide, and is one of the handsomest cruisers on the Great Lakes. Above, is shown the owner's stateroom, and, below, the after end of the deck salon. She does 20 m.p.h. with a pair of Sterling Coast Guards.

Yacht Designs

Plans from the Leading Naval Architects Showing the Trend for the Coming Year

The Diesel Yacht *Happy Days*



Diesel Yacht *Happy Days*, designed by Cox & Stevens.

THERE is now under construction for I. C. Copley, of Aurora, Ill., from designs by Cox & Stevens, a large Diesel-powered yacht that will be completed early in the Spring of 1927. Because of certain radical differences in the design and general arrangement, this yacht will attract more than passing interest.

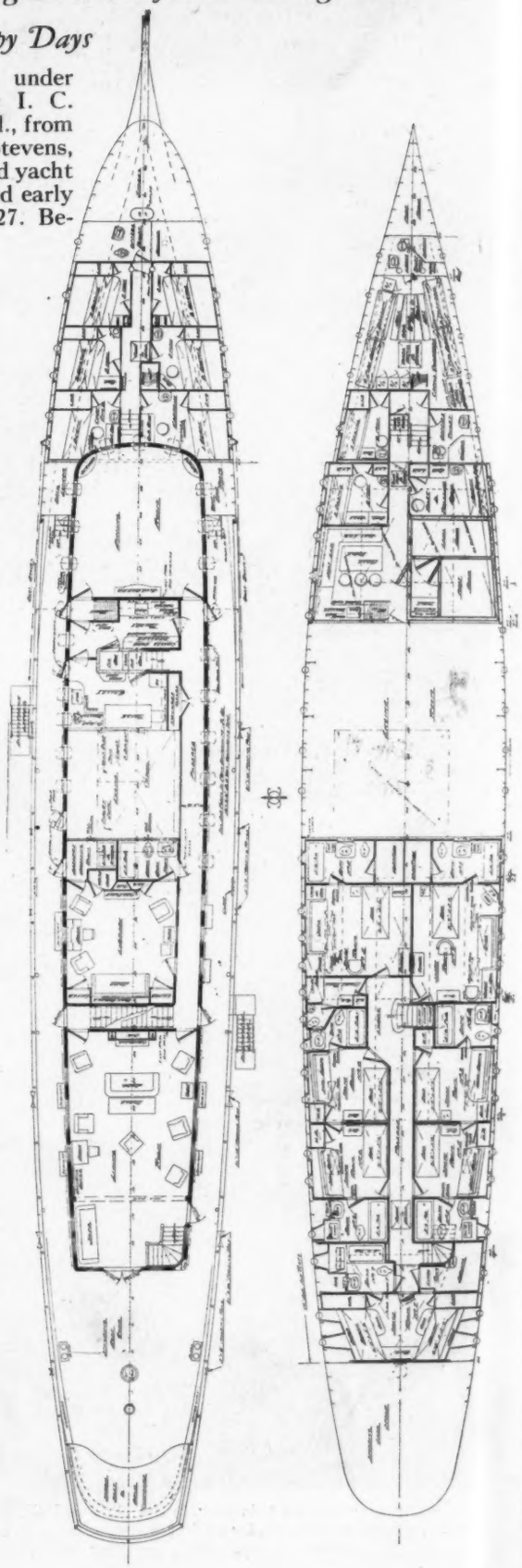
Although the modern trend of design, particularly of Diesel yachts, has been toward the steamer type with straight, or nearly straight stems and short overhangs, the designers in this instance have persuaded the owner to permit them to design a hull with a clipper bow and graceful overhang aft, returning in a sense to the type of yacht which was popular when steam was the medium of propulsion.

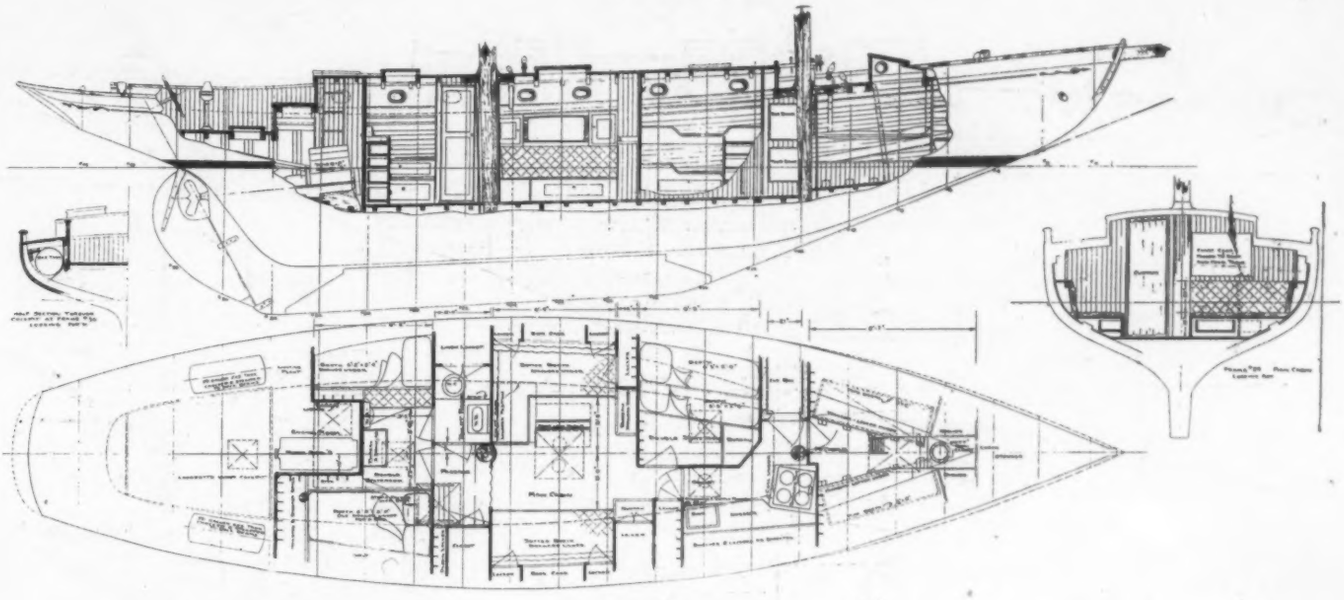
The dimensions of *Happy Days*, as the yacht will be named, are:

Length overall
195′ 10″
Length waterline
165′ 3″
Beam, 27′ 0″
Draft, 11′ 6″.

The specifications call for very heavy construction, at least the equivalent of Lloyds requirements, with a large fuel capacity, ample storerooms, in every sense a seagoing proposition.

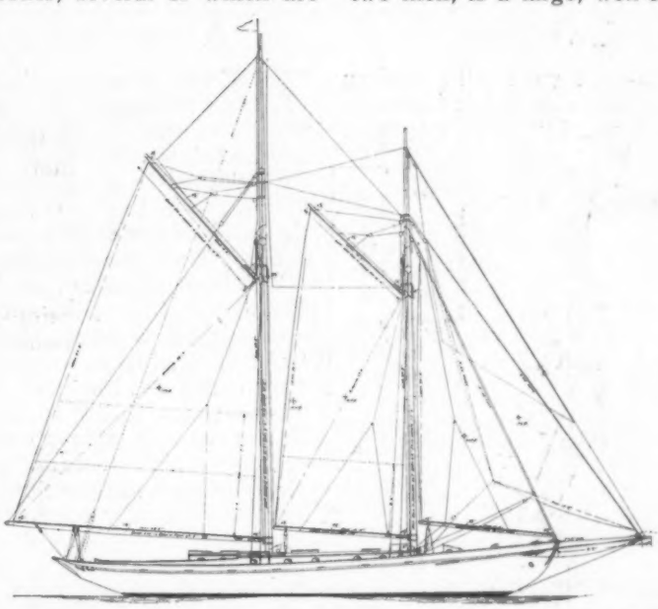
To many yachtsmen it will be a relief to see a yacht of this type as, beyond question, there is a beauty in her lines that cannot be had in a short ended boat.





The Latest Schooner from the Board of John Alden

THE plans of the 57-foot schooner on this page, from the board of John G. Alden, of Boston, show a very attractive standardized schooner, several of which are now being built in Maine yards. The model is a slight modification of the schooner *Trade Wind*, which made a fine showing in the 1926 Bermuda Race, and which proved to be a splendid sea boat, comfortable, dry, and fast. The new boats are some six inches longer over all, with a taller foremast, and a slightly different bow profile than seen usually on Alden schooners of the same type.

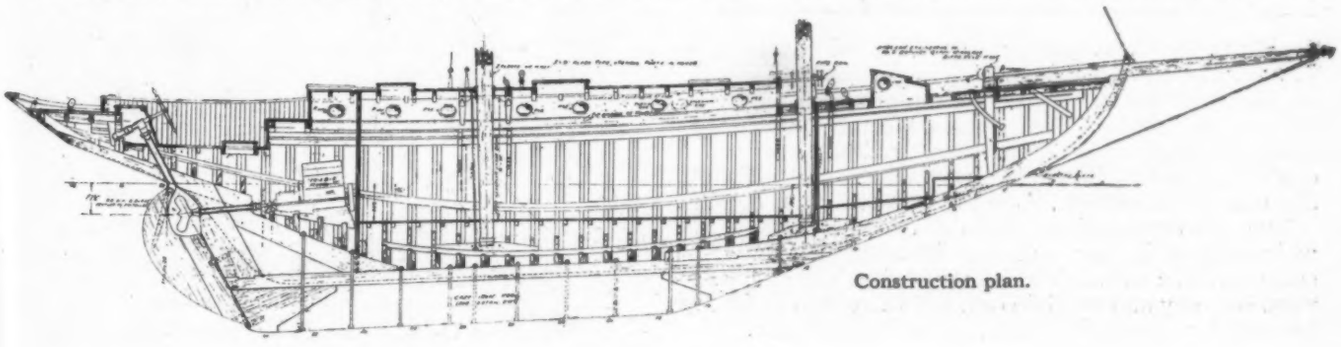


The dimensions are: l.o.a. 57′ 4″; l.w.l. 42′ 8″; beam 14′ 2″; draft 7′ 8″; sail area, 1610 sq. ft. in the four lowers, with added area in working topsail, jib topsail and fisherman staysail, the latter being cut so as to be effective to windward. The construction is heavy, with double sawn frames and heavy planking. The iron keel weighs 16,000 pounds, and there is additional inside ballast.

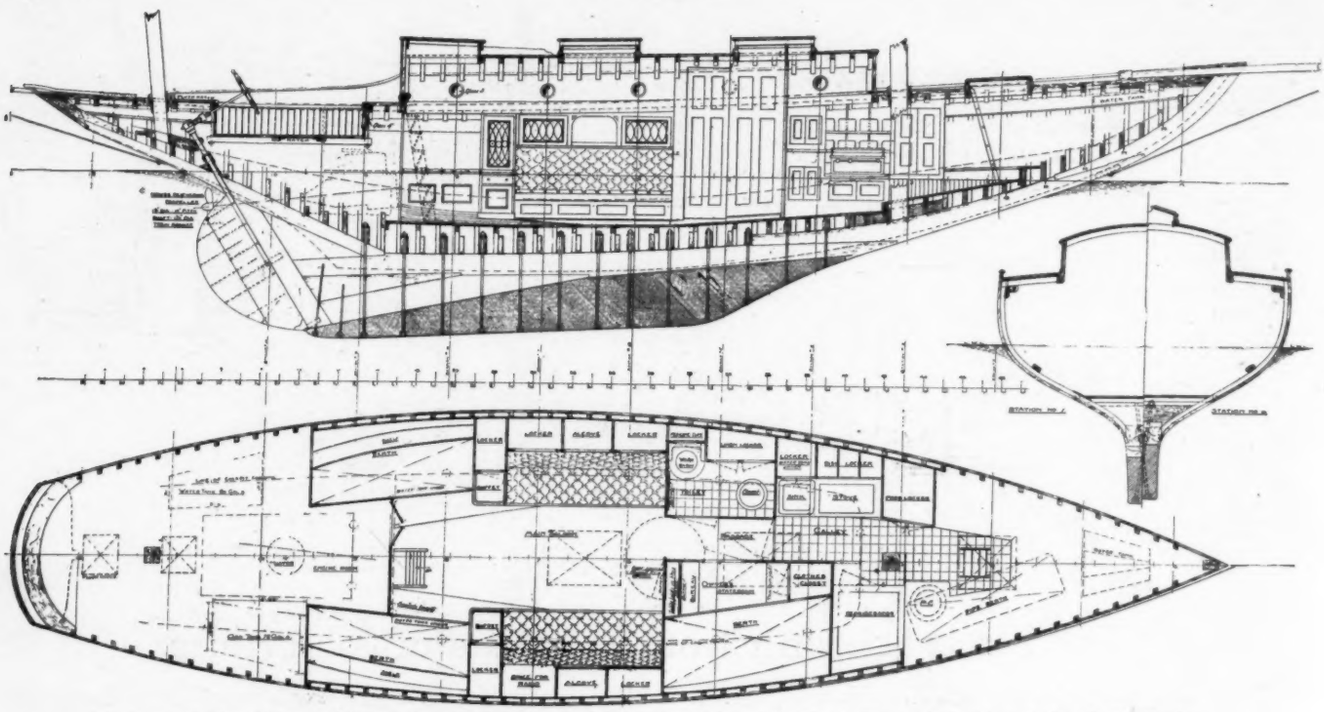
As can be seen from the plans, every inch of space has been utilized, resulting in excellent cruising accommodations. Just abaft the forecastle, in which are berths for two men, is a large, well-equipped galley. Opposite the galley, on the port side, is a double stateroom, followed by a large main cabin. A large double stateroom aft is separated from the main cabin by a toilet room on the port side, with large closet and locker to starboard.

The engine compartment is completely bulkheaded off from the rest of the boat, and is entered from a hatch on deck. A Model S, 15–25 h.p. Frisbie motor is set on the midship line, and drives a Thompson feathering wheel, with the shaft running through the deadwood. A Homelite electric plant will supply current for lighting the entire ship.

The designer is confident that the new boats will show speed and great all-around ability, and is practically duplicating them in another boat which he intends to build for his own use next season. They should be admirable craft for extended cruises or ocean racing.



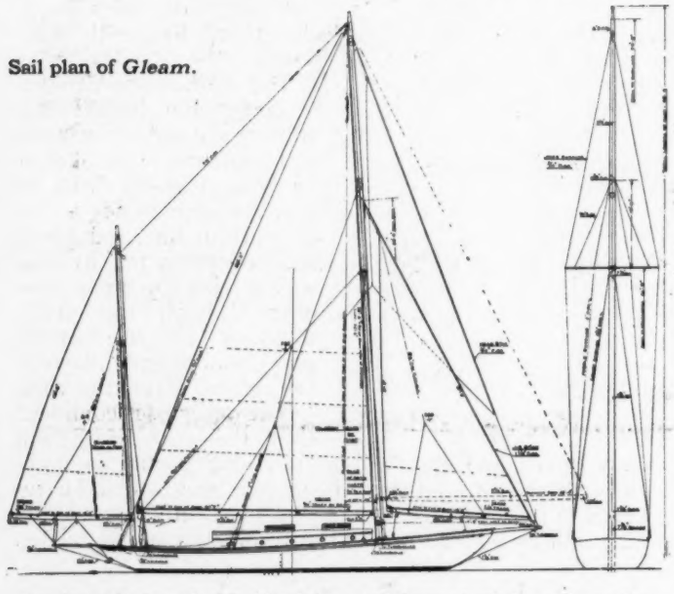
Construction plan.



Accommodation plans and inboard profile of the yawl *Gleam*, designed by Ford, Payne & Sweisguth for C. V. Kozlay.

The Jib-Headed Yawl *Gleam*

A SMART-SAILING yacht-type yawl with modern jib-headed rig which has met with much favorable comment is the *Gleam*, designed by Ford, Payne & Sweisguth for C. V. Kozlay, and launched last June by T. A. Kyle Co., Inc., City Island, N. Y. She is 47′1″ over all, 35′ water line, 11′6″ beam and draws 6′5″ of water. She was designed to be a fast, comfortable, up-to-date boat with large cabin and modern rig, and a boat which could enter the various long distance races on the Sound. She has 6′6″ headroom, large tanks, and ballast outside.



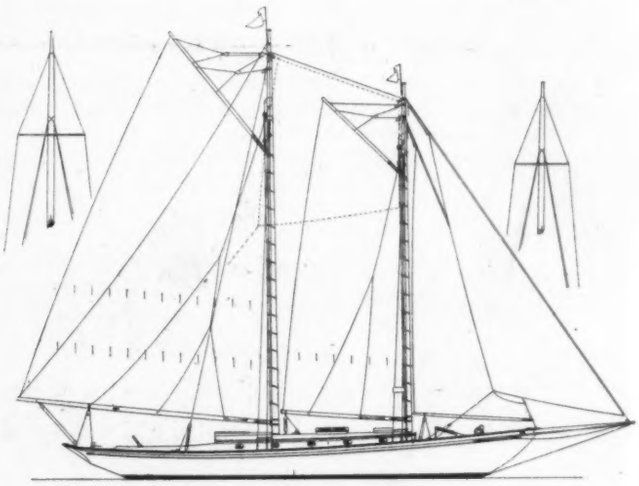
Sail plan of *Gleam*.

The accommodations include two quarter berths, main cabin amidships, and owner's stateroom forward on starboard side with toilet room opposite. The galley forward is roomy and well laid out, and there is room further forward for a berth for a paid hand, forepeak, etc.

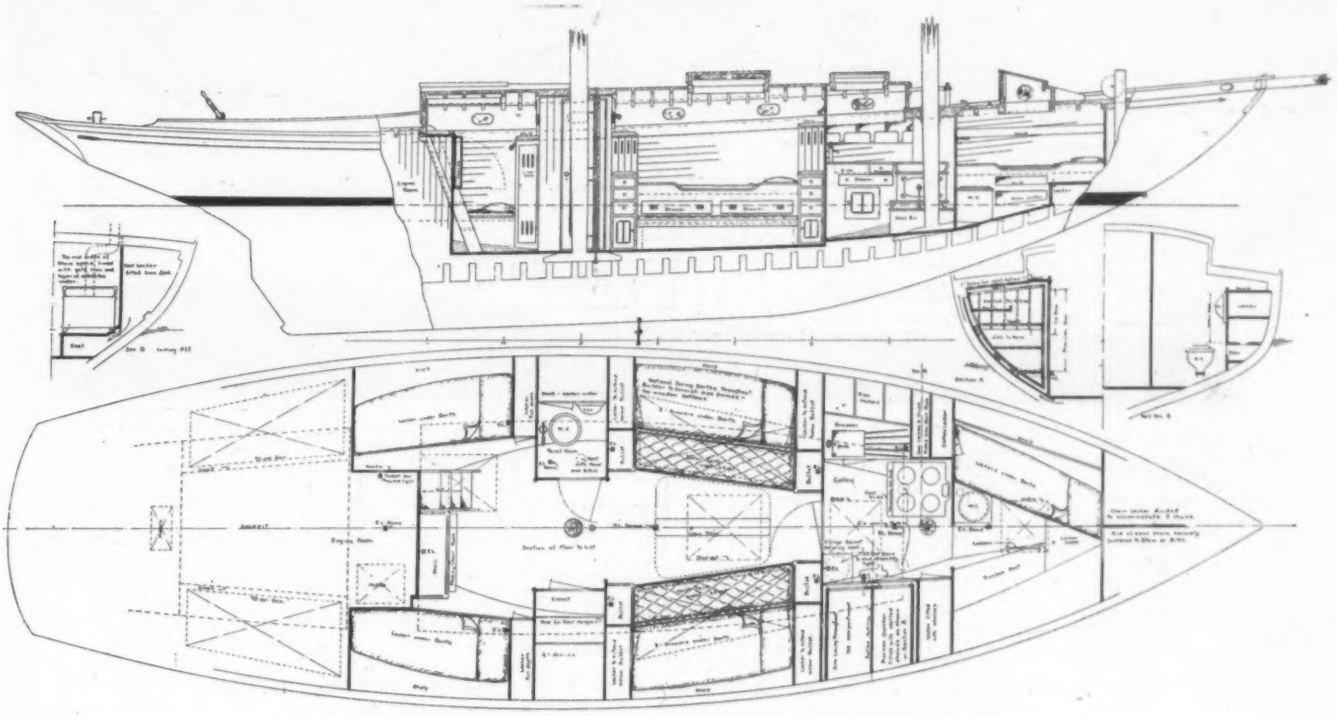
A Comfortable 49-foot Schooner

THE accompanying plans of a 49-ft. over all schooner from the board of S. S. Crocker, of Boston, Mass., will be of interest to those who admire a craft which is graceful, wholesome, with a good turn of speed, and with plenty of room in a single-cabin layout. The draft is 5 feet, beam, 13′9″, and water line length 35′6″. While the hull is of moderate depth, there is full headroom in the cabin, and the ample beam gives excellent floor space.

The forward part of the boat is given up to a spacious forecastle, large galley, lockers, etc. The main cabin, amidships, is separated from the two quarter berths by a toilet room, locker, buffet, etc., on the port side, and large closet and locker on the starboard side. The engine compartment is bulkheaded off from the main cabin. Tanks for 100 gallons each of water and gasoline are placed under the after deck. The combination of moderate rig, easy lines, and generous beam should result in making an able and very comfortable cruiser with good speed,



Sail plan of 49-foot schooner designed by S. S. Crocker.

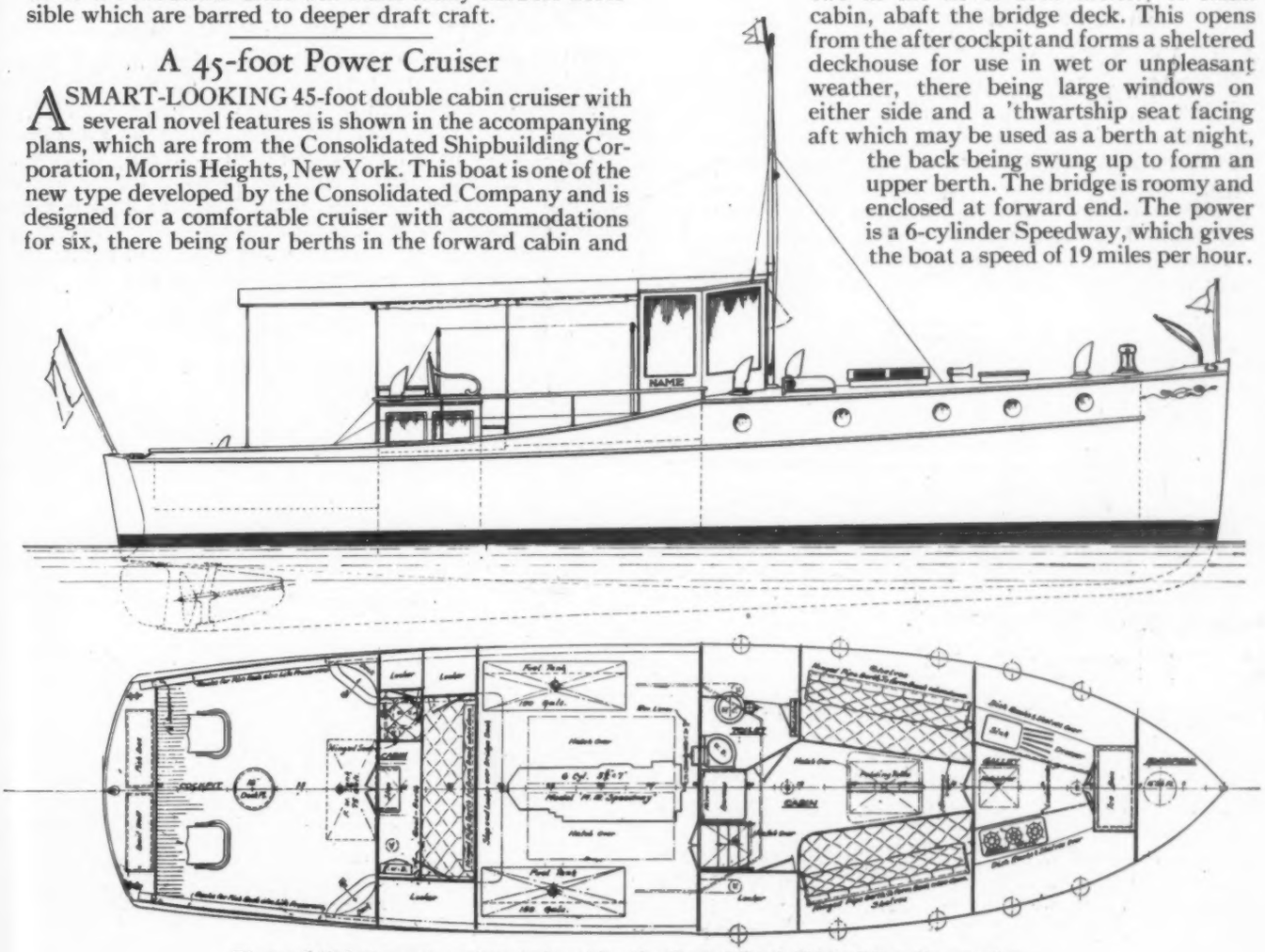


Accommodation plan and inboard profile of the Crocker 49-ft. schooner.

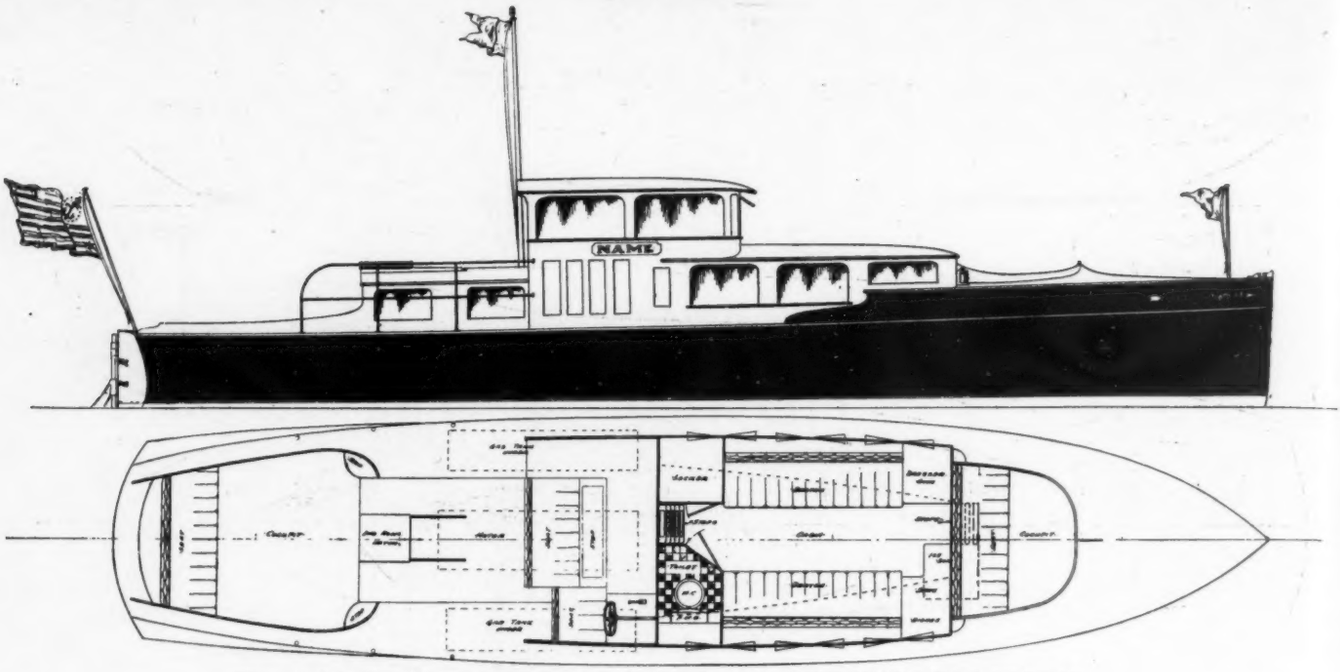
while the moderate draft will make many harbors accessible which are barred to deeper draft craft.

A 45-foot Power Cruiser

A SMART-LOOKING 45-foot double cabin cruiser with several novel features is shown in the accompanying plans, which are from the Consolidated Shipbuilding Corporation, Morris Heights, New York. This boat is one of the new type developed by the Consolidated Company and is designed for a comfortable cruiser with accommodations for six, there being four berths in the forward cabin and two in the novel deck shelter, or small cabin, abaft the bridge deck. This opens from the after cockpit and forms a sheltered deckhouse for use in wet or unpleasant weather, there being large windows on either side and a 'thwartship seat facing aft which may be used as a berth at night, the back being swung up to form an upper berth. The bridge is roomy and enclosed at forward end. The power is a 6-cylinder Speedway, which gives the boat a speed of 19 miles per hour.



Plans of 45-foot power cruiser designed by the Consolidated Shipbuilding Corporation.



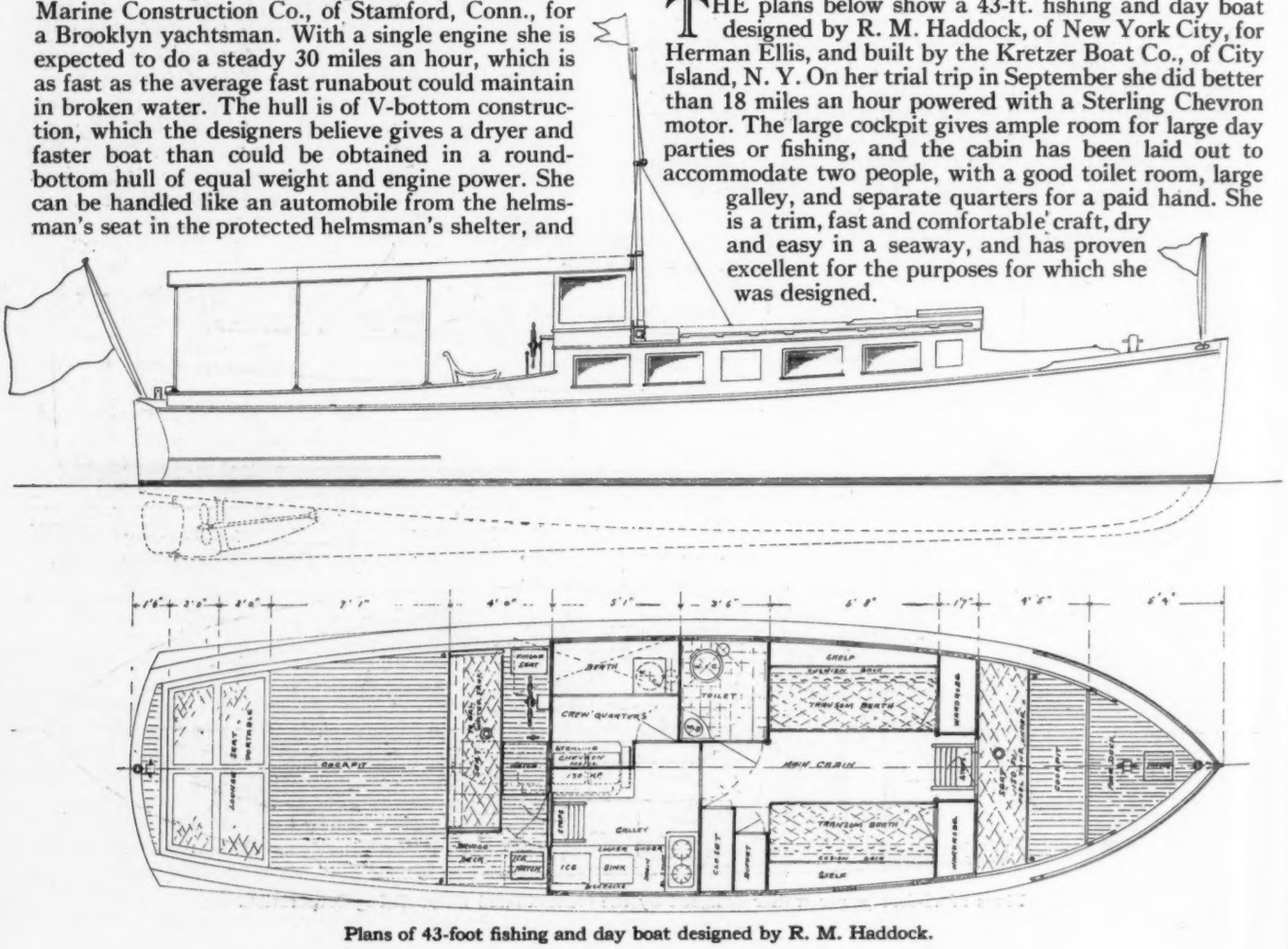
Plans of 42-foot, 30-mile commuting runabout designed by Luders Marine Construction Co.

A 30-Mile Commuting Runabout

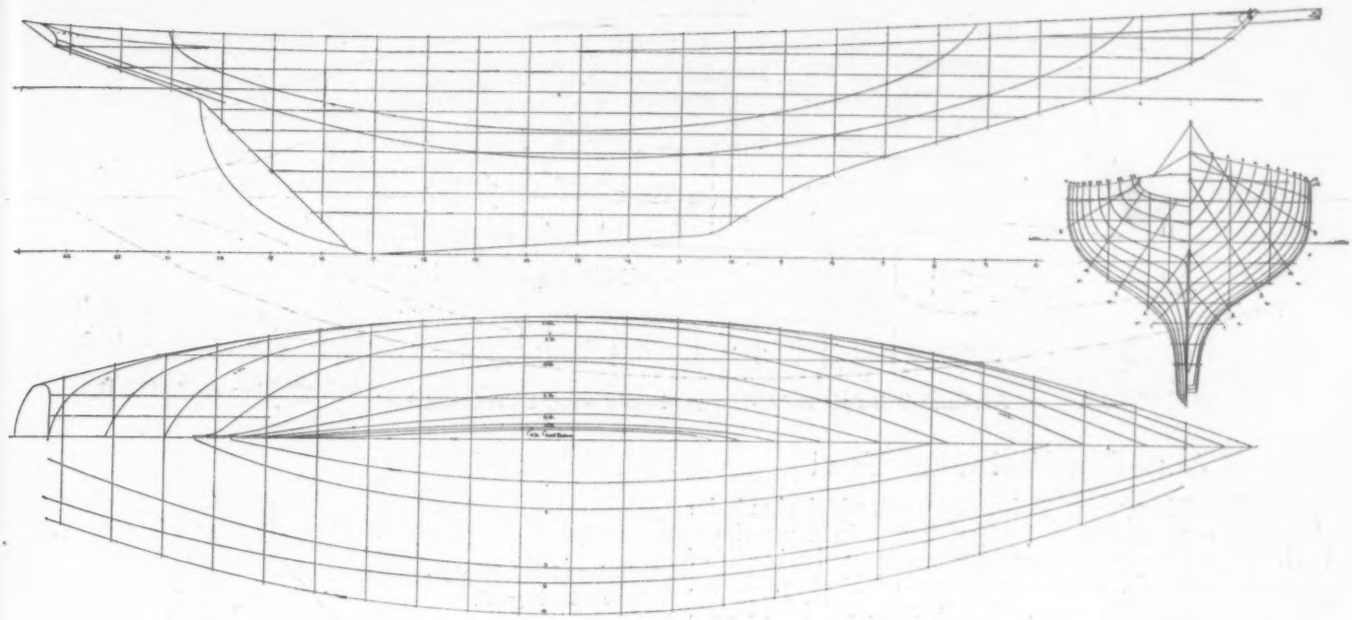
A CRAFT which is considerably out of the ordinary is shown in the accompanying plans of a fast cabin runabout, designed and being built by the Luders Marine Construction Co., of Stamford, Conn., for a Brooklyn yachtsman. With a single engine she is expected to do a steady 30 miles an hour, which is as fast as the average fast runabout could maintain in broken water. The hull is of V-bottom construction, which the designers believe gives a dryer and faster boat than could be obtained in a round-bottom hull of equal weight and engine power. She can be handled like an automobile from the helmsman's seat in the protected helmsman's shelter, and there is ample room for owner and guests in the forward and after cockpits.

A 43-ft. Fishing and Day Boat

THE plans below show a 43-ft. fishing and day boat designed by R. M. Haddock, of New York City, for Herman Ellis, and built by the Kretzer Boat Co., of City Island, N. Y. On her trial trip in September she did better than 18 miles an hour powered with a Sterling Chevron motor. The large cockpit gives ample room for large day parties or fishing, and the cabin has been laid out to accommodate two people, with a good toilet room, large galley, and separate quarters for a paid hand. She is a trim, fast and comfortable craft, dry and easy in a seaway, and has proven excellent for the purposes for which she was designed.

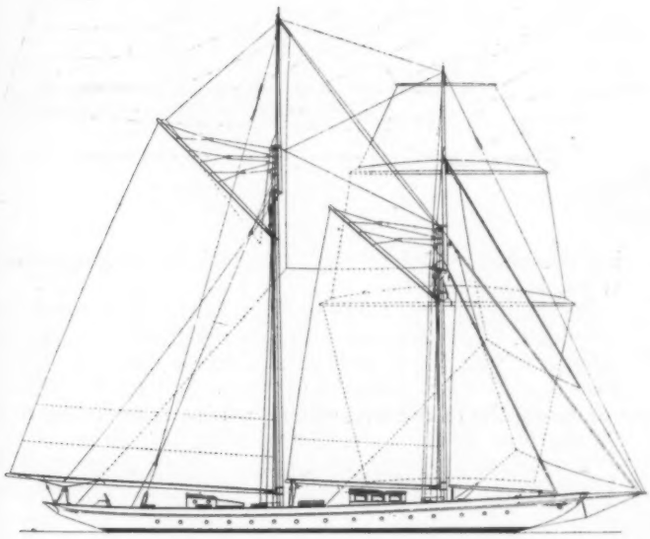


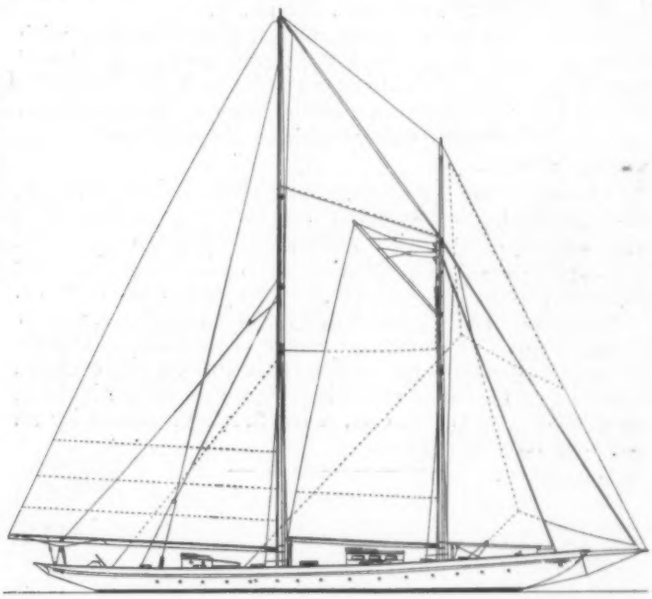
Plans of 43-foot fishing and day boat designed by R. M. Haddock.



A Seagoing 90-ft. Cruising Schooner

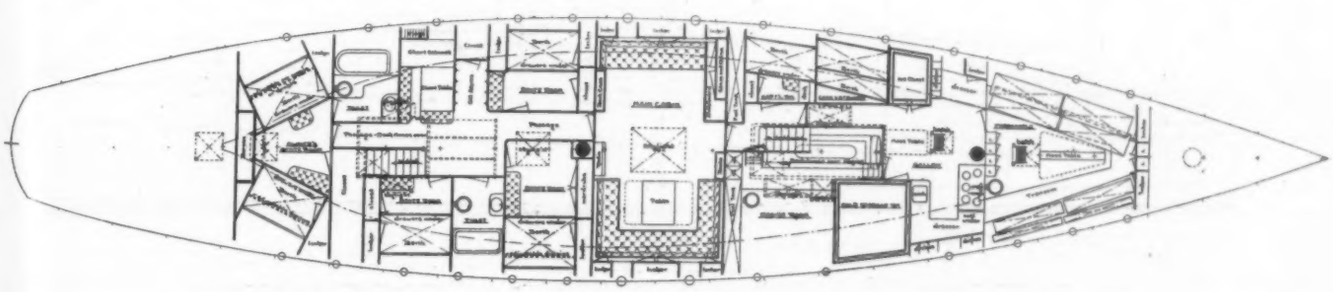
CROWNINSHIELD, Burbank and Howard, naval architects of Boston, Mass., turned out the plans of the handsome steel auxiliary schooner reproduced herewith. She is 120 ft. overall, 90 ft. water line, 24 ft. beam and 16 ft. draft, and for auxiliary power will be equipped with a full Diesel motor of 125 h.p. The lines show a boat of easy form and good freeboard, with sharp water lines forward, yet with good buoyancy abreast the foremast.



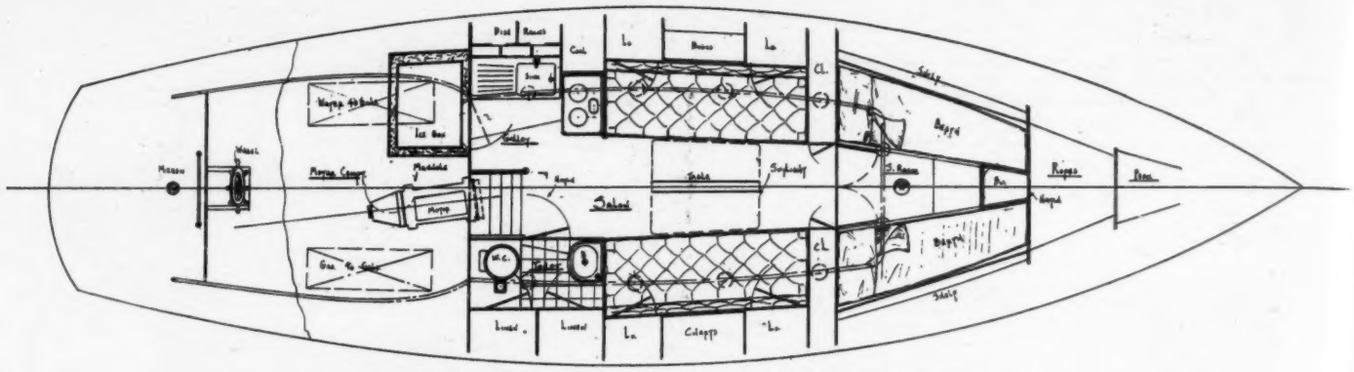


One third of the ballast will be outside, and the rest inside, in the hollow trough keel.

The accommodation plan shows the owner's and guest's quarters entirely separated from the engine room and crew's quarters by the athwartship fuel tanks, which form a sound buffer from the engine room. Two sail plans are shown, a gaff-header with square sails on the foremast for long ocean passages, and a Marconi main with higher foresail which would be more effective for average coastwise cruising.



Plans of a 90-foot waterline cruising schooner designed by Crowninshield, Burbank and Howard.



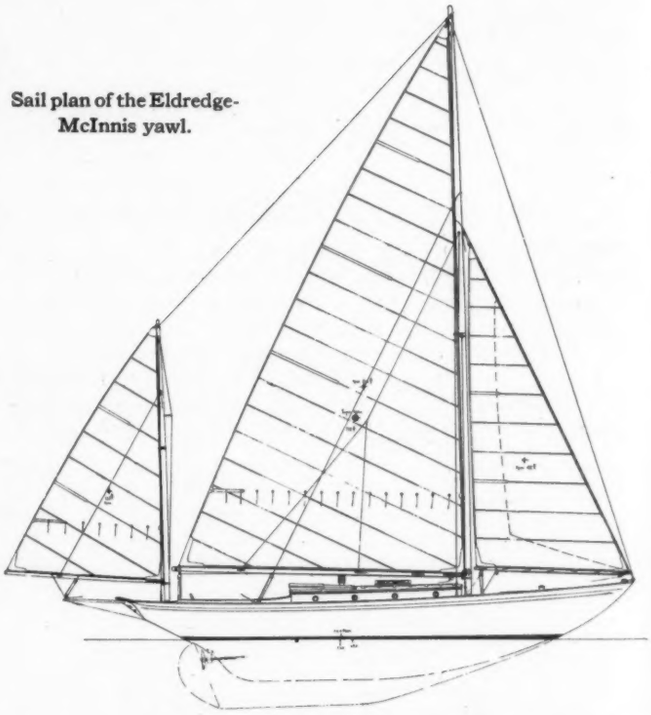
Accommodation plan of 41-foot yawl designed by Eldredge-McInnis.

A 41-foot Jib-headed Yawl

A MODERN type of jib-headed yawl, which should be fast, comfortable, and easy to handle in all weathers, is shown in the accompanying plans from the board of Eldredge-McInnis, naval architects of Boston, Mass. The dimensions are: l.o.a., 40′ 8″; l.w.l., 28′ 10″; beam, 11′ 10; draft, 5′ 5″; sail area, 778 sq. ft.

The hull has a decidedly pleasing appearance, with sweeping sheer, good freeboard, and well-proportioned ends. With most of the ballast on the keel she should be stiff, and her fine entrance and exit augur for good performance in choppy water, with sufficient flare to keep her dry forward.

The accommodations are good, without being overdone, and include a double stateroom forward, main saloon amidships, with a toilet room abreast the companion steps to starboard and galley to port. The motor is under the bridge deck, the shaft running out under the counter. A 4-cylinder motor of about 20 h.p. should give a good 7 knots under power; 40 gallons each of gasoline and water are carried in tanks under the deck abreast the cockpit. Every bit of available space has been utilized for lockers, closets, shelves, racks, etc., a feature appreciated by all who take lengthy cruises.



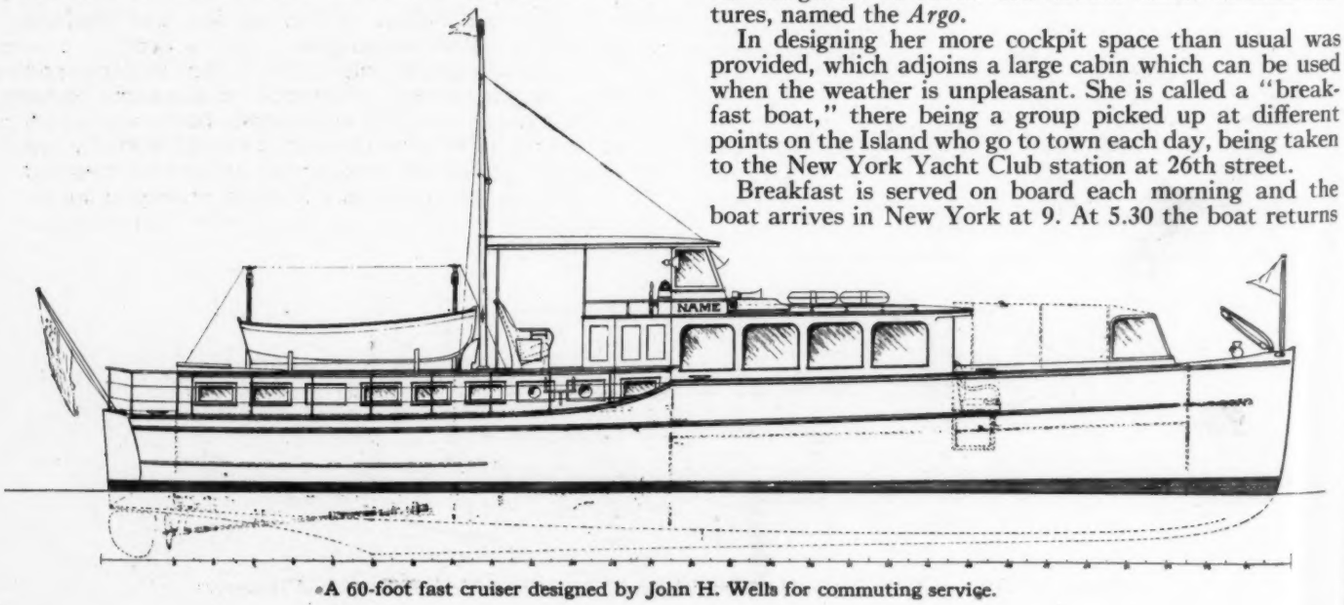
Sail plan of the Eldredge-McInnis yawl.

Argo, a 60-foot Fast Cruiser

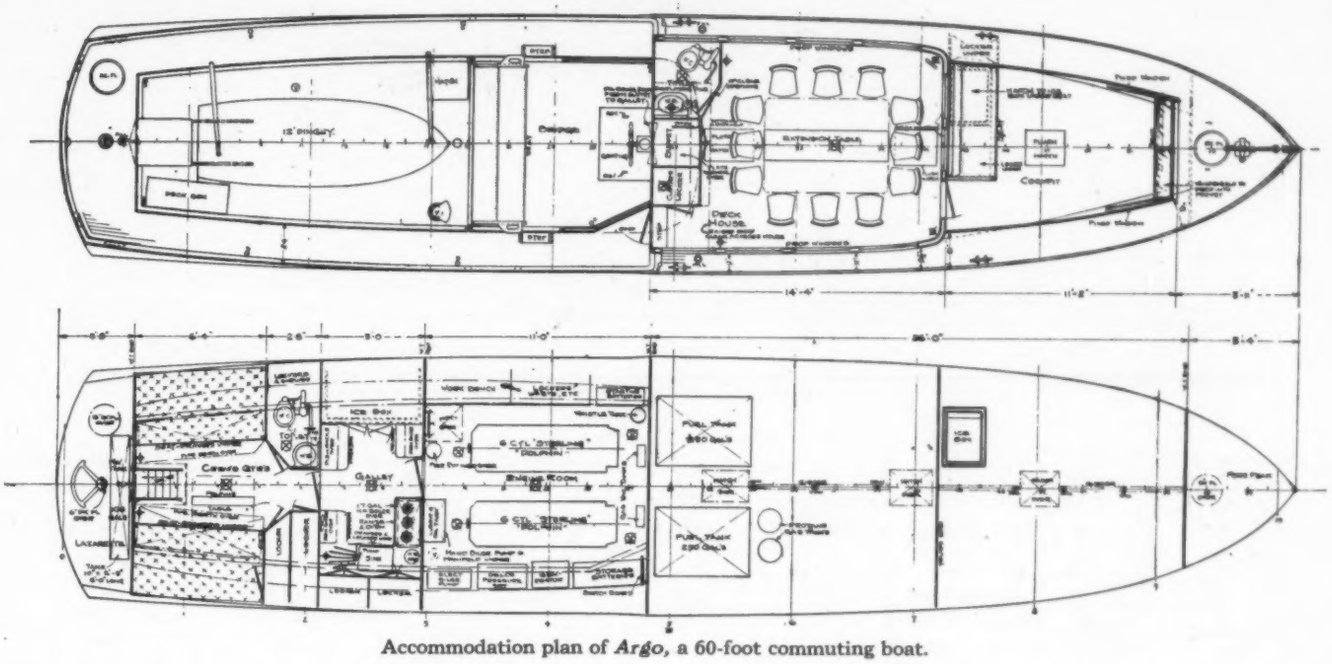
WITH the growing popularity of the comfortable, seaworthy fast cruiser for commuting service between Long Island and New York City, John H. Wells has designed a 60-footer with several rather unusual features, named the *Argo*.

In designing her more cockpit space than usual was provided, which adjoins a large cabin which can be used when the weather is unpleasant. She is called a "breakfast boat," there being a group picked up at different points on the Island who go to town each day, being taken to the New York Yacht Club station at 26th street.

Breakfast is served on board each morning and the boat arrives in New York at 9. At 5.30 the boat returns

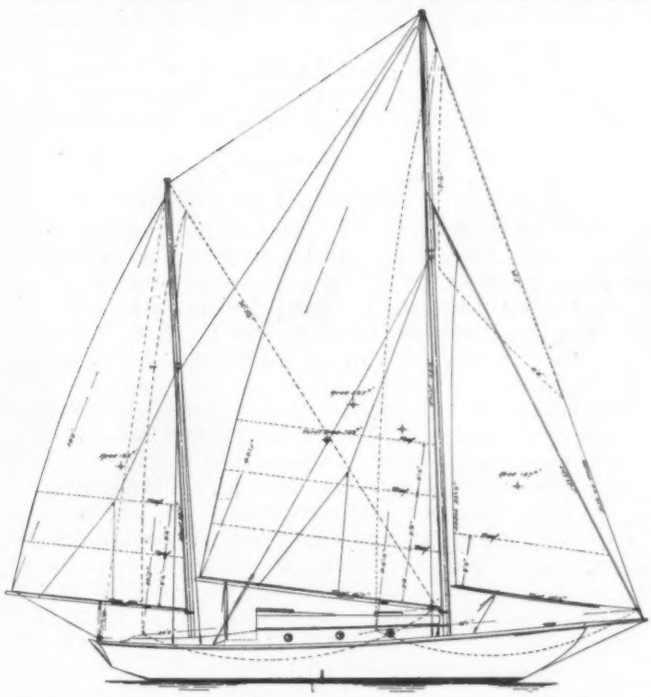


A 60-foot fast cruiser designed by John H. Wells for commuting service.



Accommodation plan of *Argo*, a 60-foot commuting boat.

and gets everyone home in time for dinner. There are seven or eight men who take advantage of this boat daily.



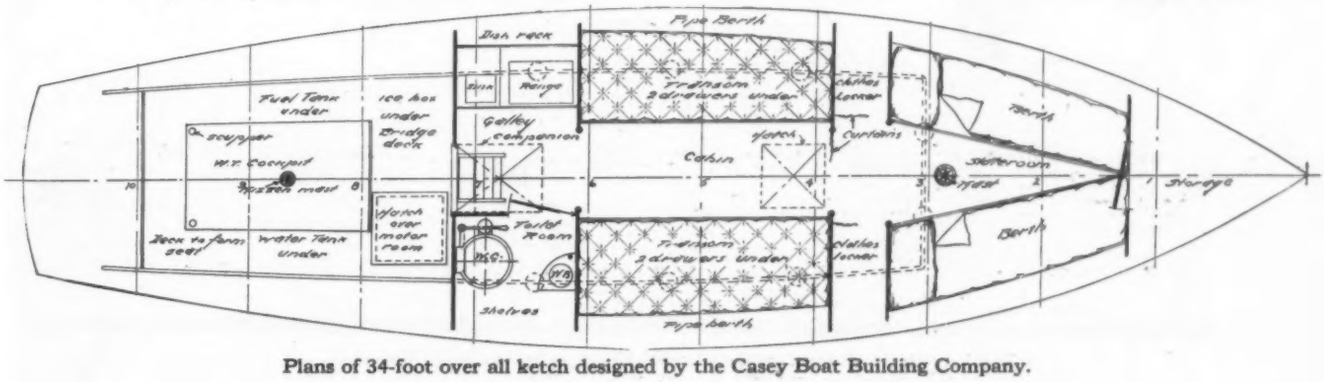
Argo can make about 24 miles per hour and her ordinary cruising speed is 21 miles per hour.

The power plant consists of a pair of Sterling Dolphins with one man control, there being three men in the crew. *Argo* was built by F. S. Nock, Inc., East Greenwich, R. I., and the joint ownership rests between Mrs. Henry P. Davison and Mrs. Wilton Lloyd-Smith.

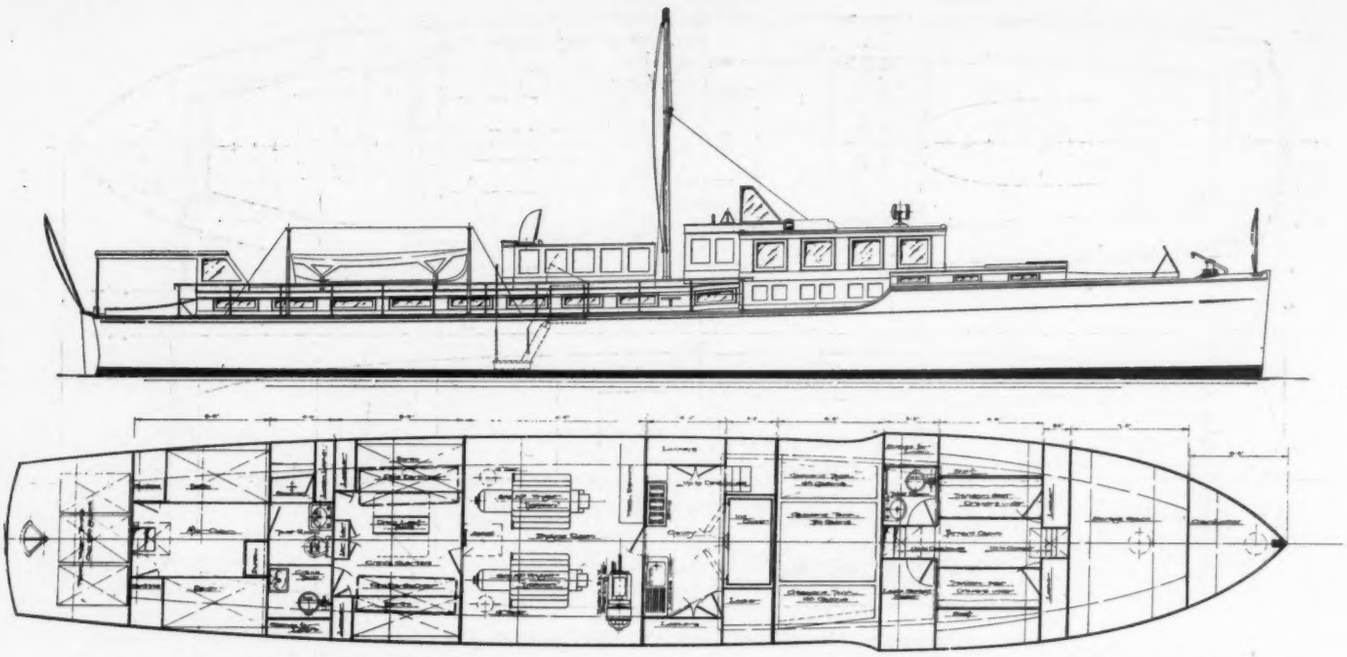
The New Casey 34-foot Ketch

THE latest addition to the well-known line of standardized auxiliaries to be turned out by the Casey Boat Building Co., of Fairhaven, Mass., is a 34-foot over all jib-headed ketch, plans of which are shown herewith. She is an enlargement of the *Bunch*, which took second prize in the Cape Elizabeth Auxiliary Race, being some four feet longer, and a more pleasing model in general, with easier lines and longer run. Her dimensions are: l.o.a., 34′; l.w.l., 24′ 8″; beam, 9′ 4″; draft, 5′ 3″; sail area, 729 sq. ft.

The accommodations will be all one could desire in a boat of this size. The engine, either a Model Z Gray or 2-cylinder Kermath, will be in a separate compartment under the bridge deck. The galley is aft on the port side, with a toilet room opposite. The main cabin is about amidships, with two transom bunks. Forward of the main cabin is a doubled stateroom having two comfortable bunks, clothes lockers and plenty of storage space.



Plans of 34-foot over all ketch designed by the Casey Boat Building Company.



Profile and accommodation plan of the 80-foot commuting cruiser designed by Charles D. Mower for a Long Island yachtsman.

An 80-foot Commuter-Cruiser

COMBINING the qualities of a fast commuter and cruiser, the accompanying plans of an 80-footer with many admirable features have been drawn up for a member of the New York Yacht Club by Charles D. Mower, naval architect of New York City. Mr. Mower's client, whose estate is on Long Island Sound and whose business is in New York, desired a fast, able and comfortable craft to take him to and from his home every day, and at the same time have good accommodations for alongshore cruises in midsummer. The plans show how well his ideas have been worked out.

The dimensions are: l.o.a., 80 ft.; beam, 13 ft.; draft, 3 ft. 6 ins. The profile shows a straight sheer, with navigating bridge abaft the deckhouse. There is an open cockpit forward, with an entrance to the forward cabin below, and an after sheltered cockpit with entrance to the after cabin.

The engine compartment amidships contains two Wright Typhoon motors of 600 h.p. each, Winton 5 kw. generating set, and other auxiliary machinery, all of which is electrically operated. The crew's quarters are just abaft the engine compartment, with an adjoining toilet room, lockers, etc. The after cabin, or owner's stateroom, has two berths, and connecting toilet room with shower, linen locker, etc.

The large athwartships galley is under the deckhouse, with connecting stairway. The forward cabin, with two berths, has connecting stairways to both the forward cockpit and deckhouse, with toilet room, large storage closet, etc., adjoining.

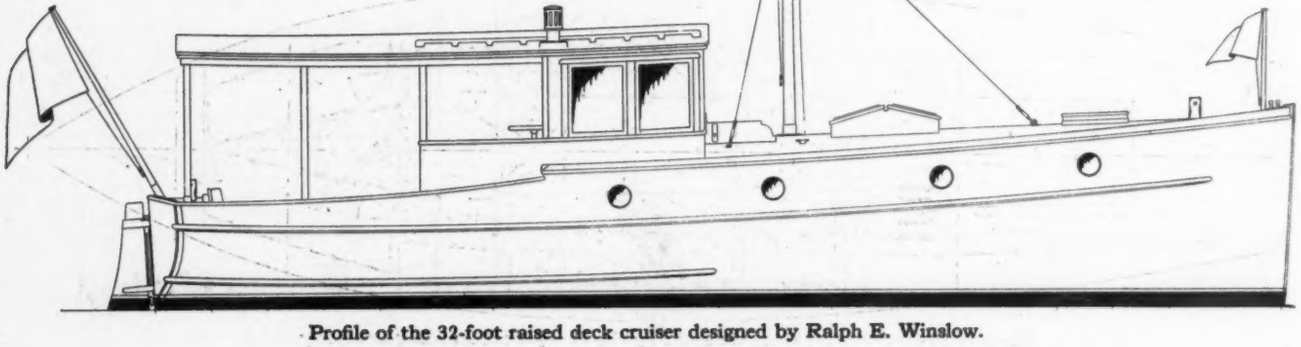
The fresh water tanks, of 360 gallons capacity, are well aft. Three tanks for gasoline, totalling 1,200 gallons, are placed low in the hull between the galley and forward cabin.

A 32-foot Raised Deck Cruiser

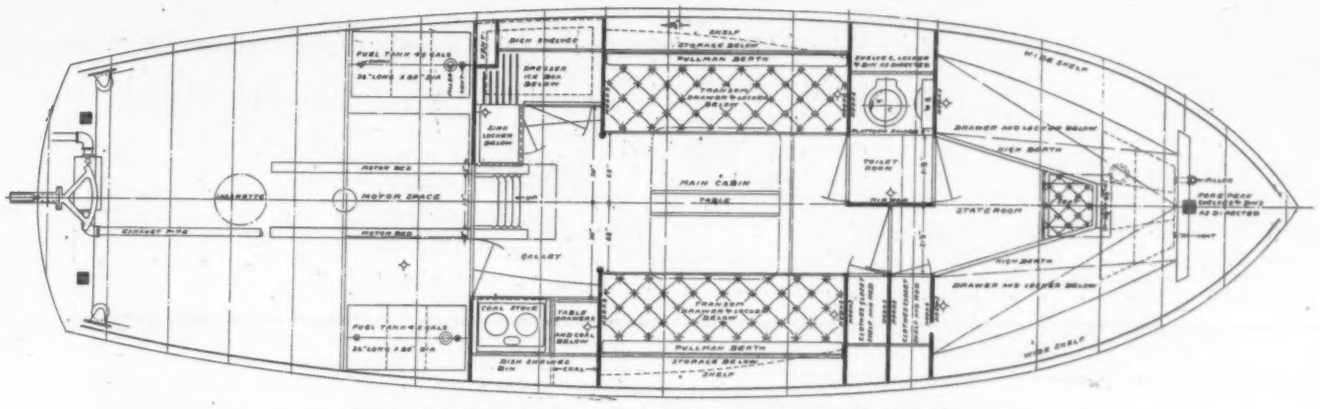
A RAISED deck cruiser has always been a popular type of craft, as it is inexpensive to build and operate, and has a great deal of room both inside and out. The accompanying plans show a good looking 32-footer of this type, designed by Ralph E. Winslow, of Atlantic, Mass., the dimensions being 32 ft. overall, 10 ft. beam and 3 ft. draft.

By making the hull deep aft it was possible in this design to keep the motor well aft and entirely out of the cabin and get cabin accommodations that are seldom found on boats of less than between 36 and 40 feet long and still get an after cockpit 9 feet long and about 21 inches of after deck. The design would make a boat that would be a complete home for four or more persons and still give room for seven to ten in the cockpit for day sails.

The arrangements are plainly shown



Profile of the 32-foot raised deck cruiser designed by Ralph E. Winslow.



Cabin plan of the 32-foot raised deck cruiser designed by Winslow.

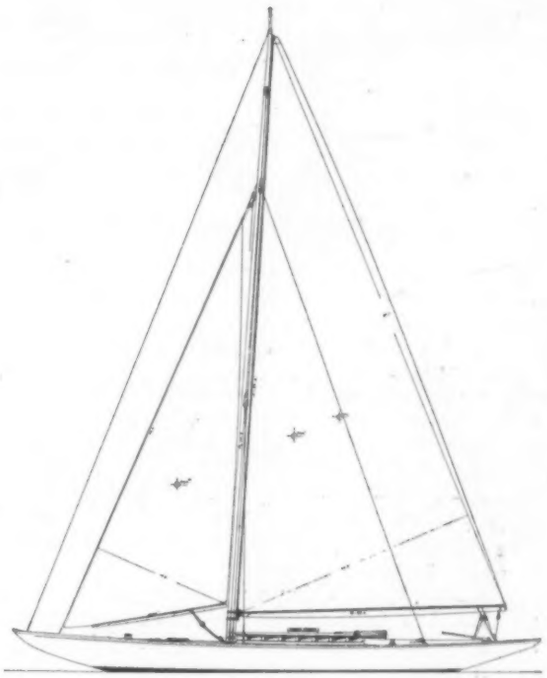
in the plans. Commencing forward in the extreme bow is a large rope locker, then a double stateroom with berths for two persons, with drawers and lockers below, a large water tank, and a good-sized clothes closet. Next aft is a completely equipped toilet room with access to both the stateroom and cabin. Then comes the main cabin with two transoms, two folding berths, clothes closet and dining table. Aft is a large and conveniently equipped galley. The after part of the boat is given over to a large self-bailing cockpit.

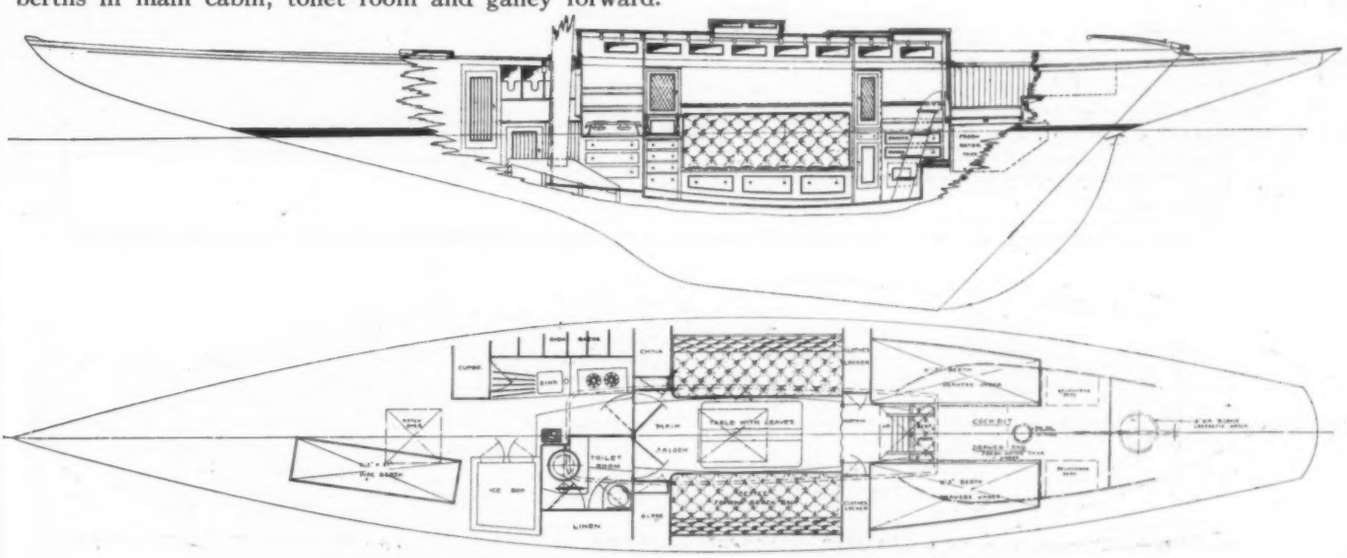
Any good 4-cylinder motor developing between 20 and 40 h.p. would drive her at good cruising speed. Tankage of 90 gallons of gasoline give her a cruising radius of around 300 miles.

A 32-foot Water Line Racing Cruiser

THE accompanying plans of a fast cruising sloop, about the size of a modern Class Q racer, were prepared by Burgess, Rigg and Morgan, of New York, for a number of Long Island Sound yachtsmen who contemplated building a one-design class somewhat larger and faster than the popular New York Yacht Club 30-footers. The dimensions are as follows: l.o.a., 48.6 ft.; l.w.l. 32. ft.,; beam, 8.9 ft.; draft, 6.6 ft.; displacement, 21,200 lbs.; sail area, 950 sq. ft.

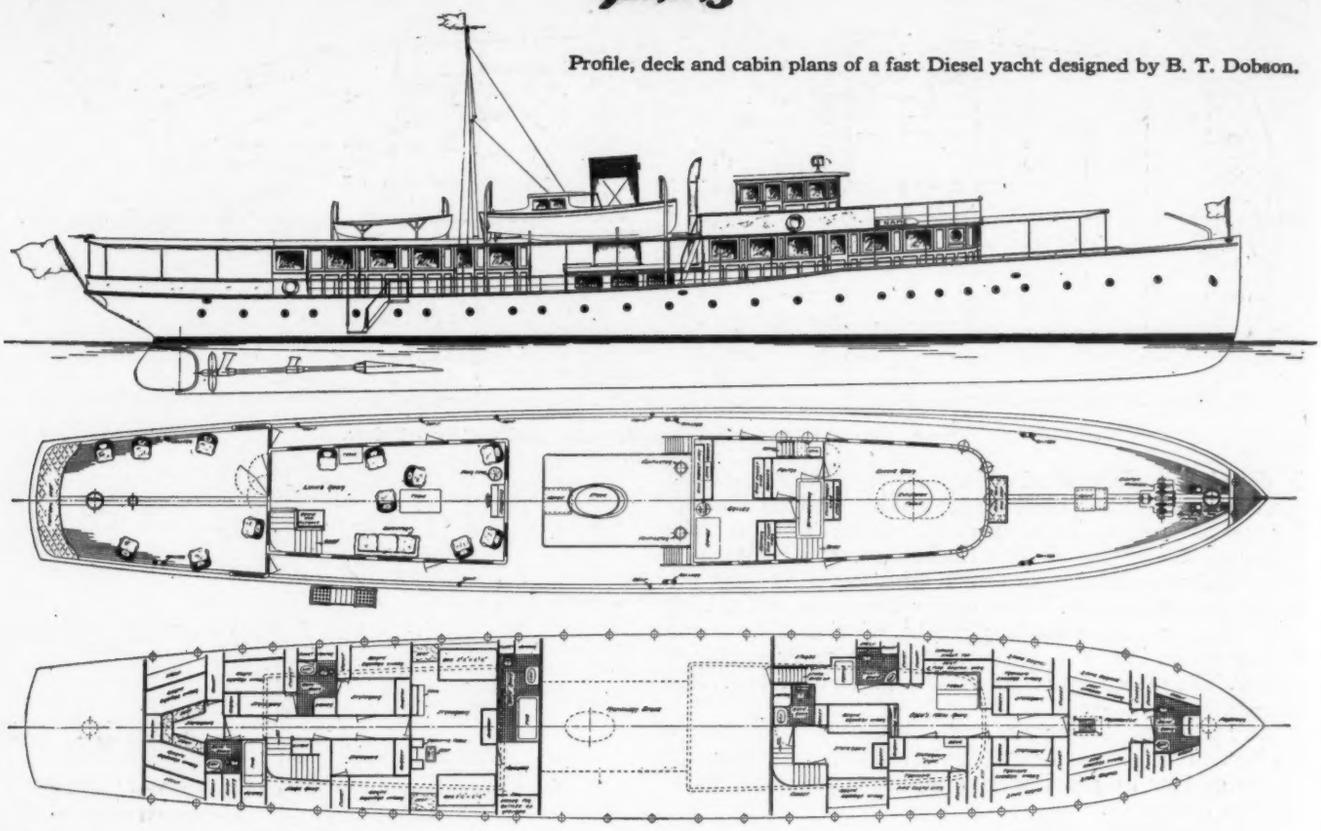
The design shows a narrow, rather long-ended craft, with easy sheer and moderate freeboard — more of the racer than the cruiser. Below decks are found fair cruising accommodations, consisting of two quarter berths, two berths in main cabin, toilet room and galley forward.





A 32-foot waterline racing cruiser designed by Burgess, Rigg and Morgan.

Profile, deck and cabin plans of a fast Diesel yacht designed by B. T. Dobson.



A Fast Diesel Yacht

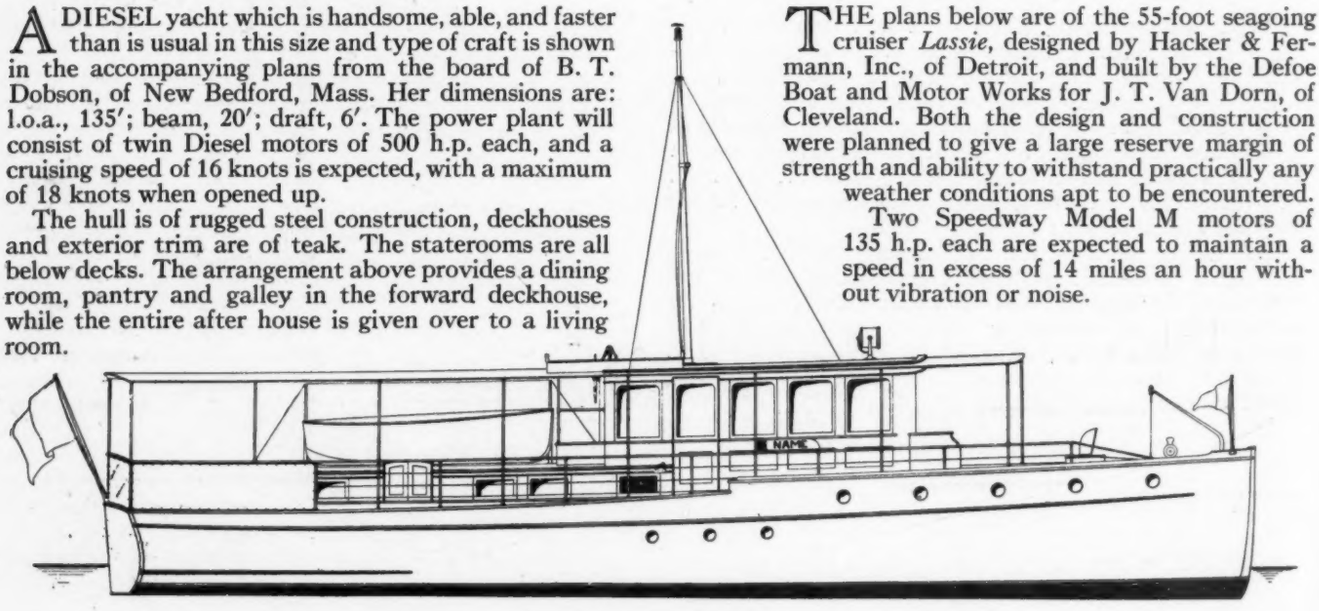
A DIESEL yacht which is handsome, able, and faster than is usual in this size and type of craft is shown in the accompanying plans from the board of B. T. Dobson, of New Bedford, Mass. Her dimensions are: l.o.a., 135′; beam, 20′; draft, 6′. The power plant will consist of twin Diesel motors of 500 h.p. each, and a cruising speed of 16 knots is expected, with a maximum of 18 knots when opened up.

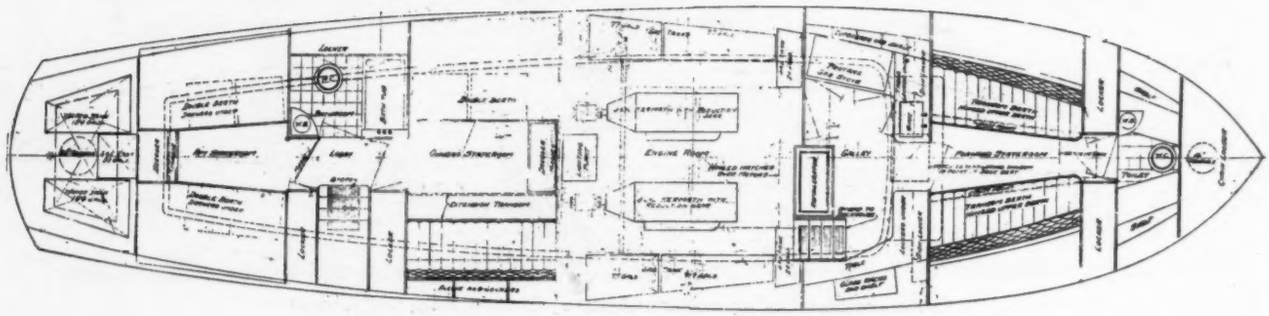
The hull is of rugged steel construction, deckhouses and exterior trim are of teak. The staterooms are all below decks. The arrangement above provides a dining room, pantry and galley in the forward deckhouse, while the entire after house is given over to a living room.

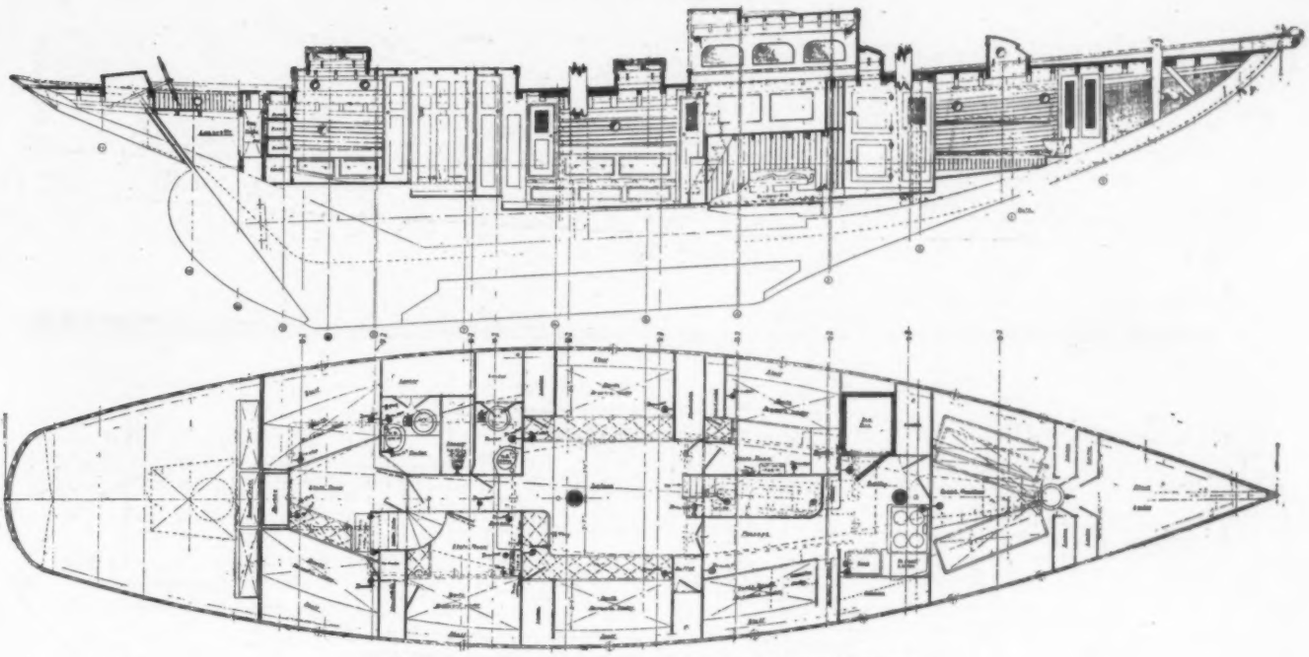
A 55-foot Seagoing Cruiser

THE plans below are of the 55-foot seagoing cruiser *Lassie*, designed by Hacker & Fermann, Inc., of Detroit, and built by the Defoe Boat and Motor Works for J. T. Van Dorn, of Cleveland. Both the design and construction were planned to give a large reserve margin of strength and ability to withstand practically any weather conditions apt to be encountered.

Two Speedway Model M motors of 135 h.p. each are expected to maintain a speed in excess of 14 miles an hour without vibration or noise.





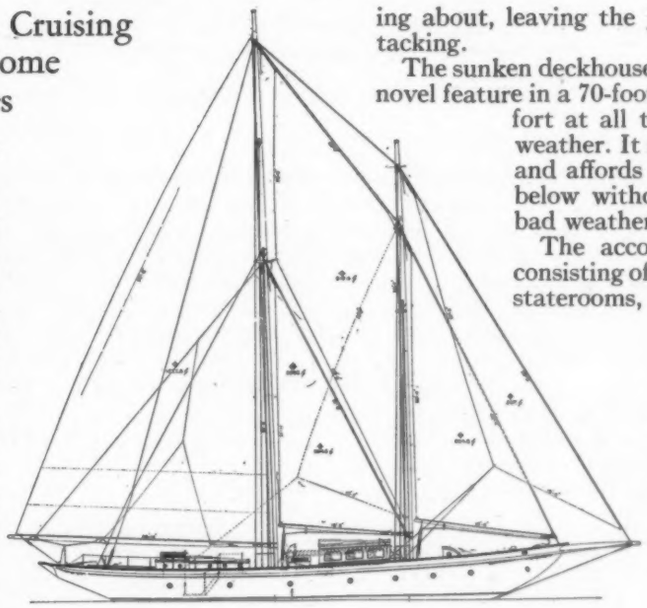


Tondeleyo, a 70-foot cruising schooner with novel features.

Tondeleyo, A 70-foot Cruising Schooner With Some Novel Features

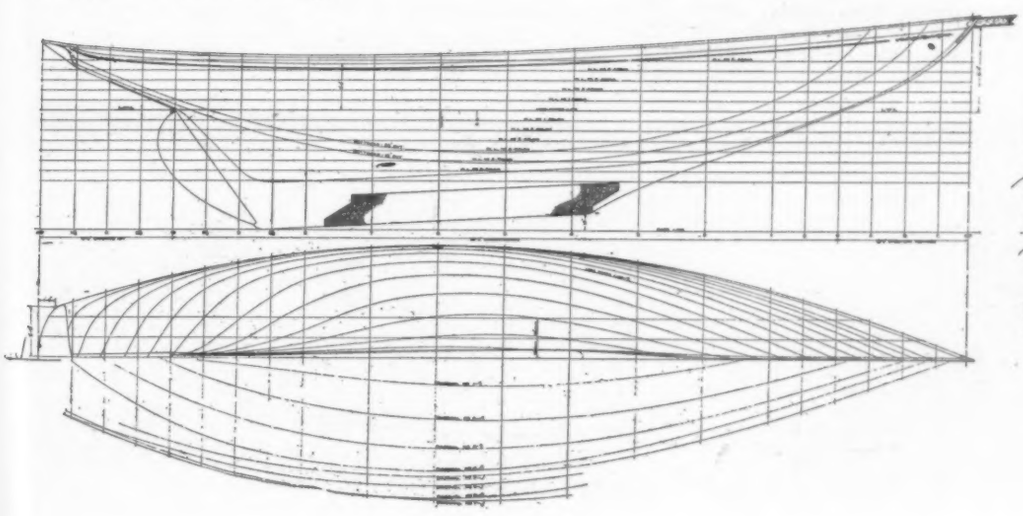
AMONG the new auxiliary staysail-rigged schooners built this year is the *Tondeleyo*, owned by Mr. Edward Dale, of Philadelphia. She was designed by Thomas D. Bowes, M.E., of Philadelphia, and built by the Smith & Williams Co., of Salisbury, Md.

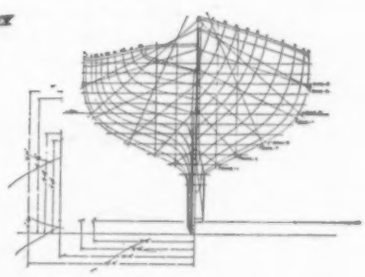
Her staysail rig is somewhat of a departure from the usual custom, the upper staysail between the masts being of diamond shape, and trimming to a traveler on the main spreaders, so that the sail takes care of itself when going about, leaving the jib alone to be handled when tacking.



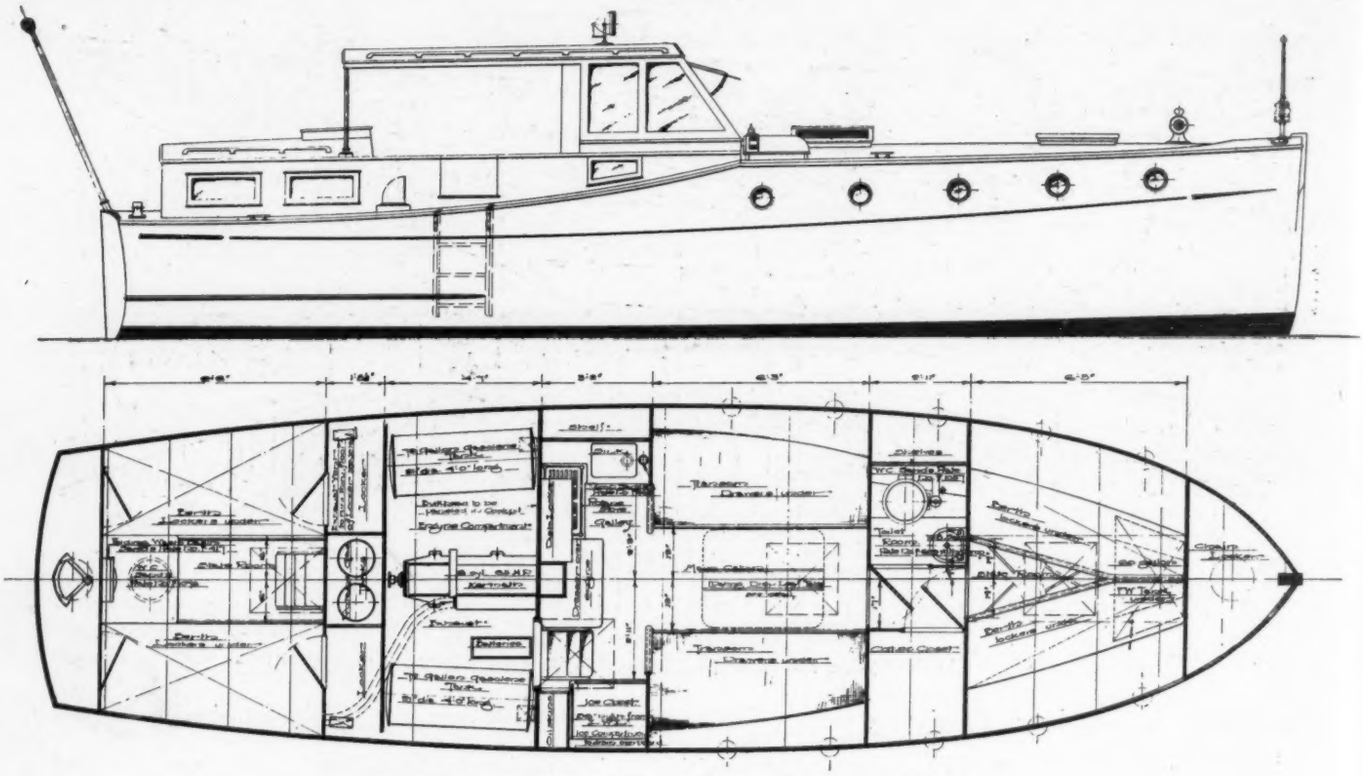
The sunken deckhouse between the masts is a rather novel feature in a 70-footer. It has proven a great comfort at all times, and particularly in wet weather. It makes an excellent chart room, and affords a convenient method of going below without opening the main slide in bad weather.

The accommodations are quite large, consisting of a double stateroom, two single staterooms, bathroom, toilet room, main saloon and deckhouse. The engine room forward has a separate berth for the sailing master, and there is a good sized galley and forecastle for three men. An E-6 Scripps motor gives about 7½ knots with a Hyde feathering wheel. The dimensions are: l.o.a., 70′; l.w.l., 51′; beam, 16′ 9″; draft, 9′; sail area, 2,600 sq. ft.





Lines of 70-foot cruising schooner designed by Thomas D. Bowes.



A 36-ft. double cabin cruiser designed by Chester A. Nedwidek.

A 36-foot Double Cabin Cruiser

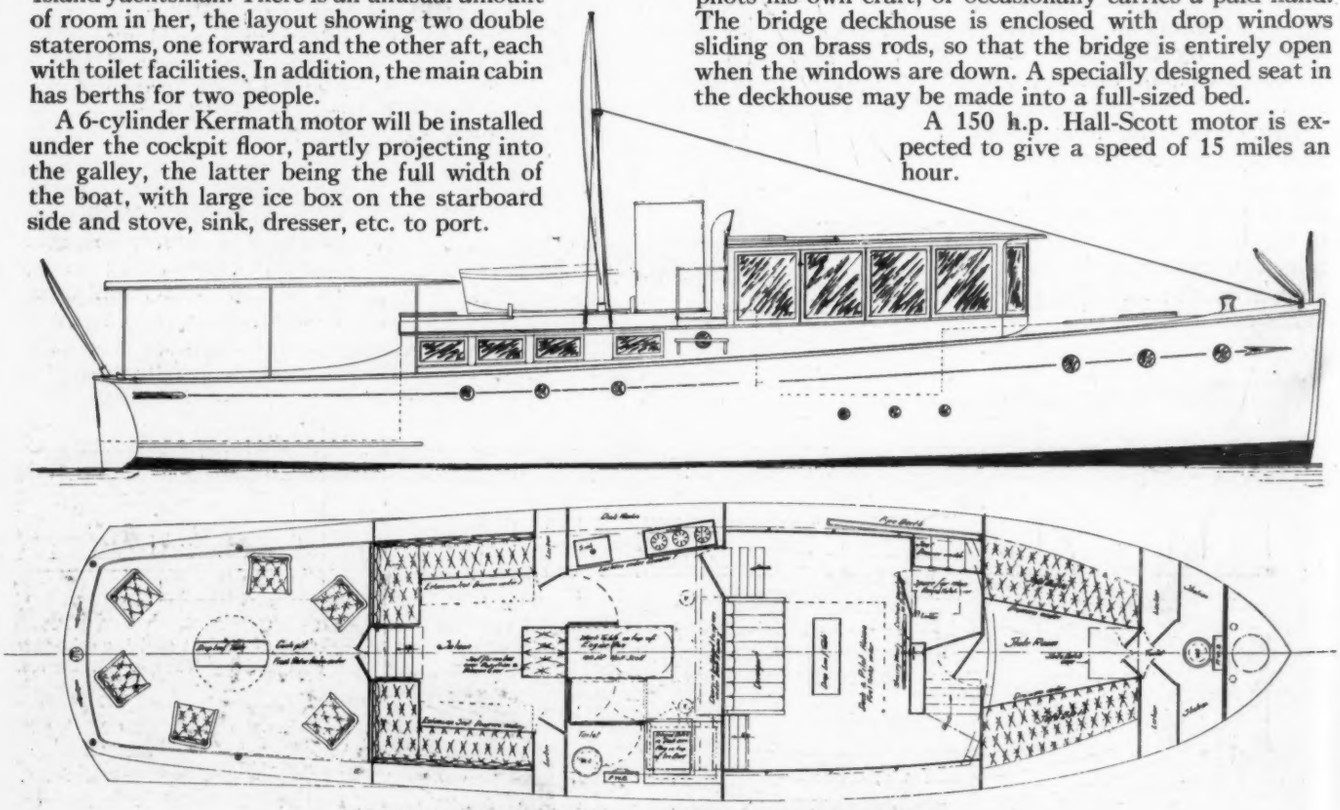
THE accompanying design from the board of Chester A. Nedwidek, naval architect of New York, shows a double cabin cruiser now under construction in the yard of Staples, Johnson & Co., Biddeford, Me., for a Long Island yachtsman. There is an unusual amount of room in her, the layout showing two double staterooms, one forward and the other aft, each with toilet facilities. In addition, the main cabin has berths for two people.

A 6-cylinder Kermath motor will be installed under the cockpit floor, partly projecting into the galley, the latter being the full width of the boat, with large ice box on the starboard side and stove, sink, dresser, etc. to port.

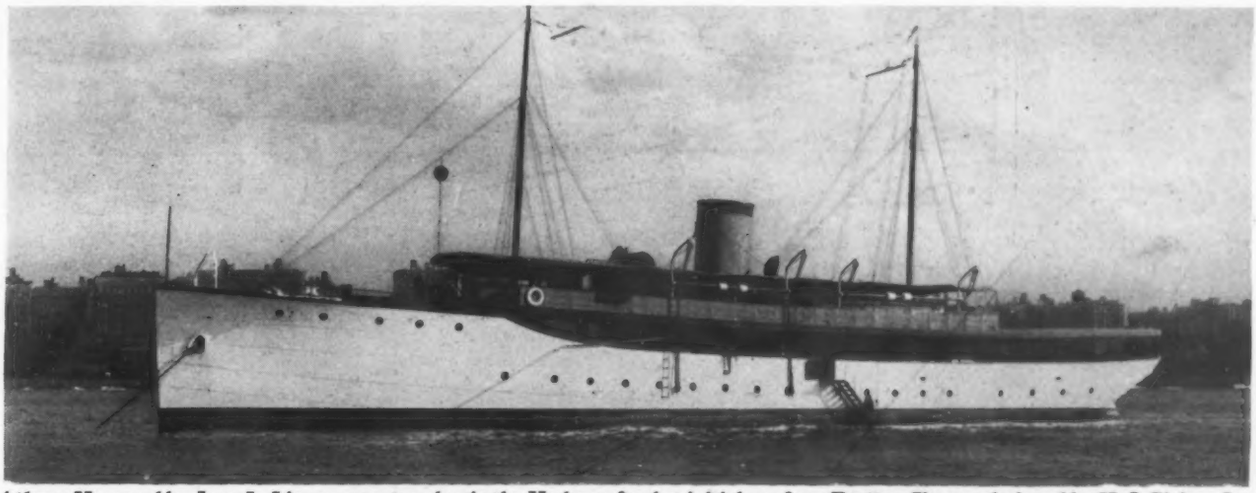
The All-Weather Cruiser

THE "All-Weather Cruiser" shown in the accompanying plans by Livingston & Rice, of New York City, provides an arrangement in a 49-footer which should be most comfortable in all sorts of weather for the owner who pilots his own craft, or occasionally carries a paid hand. The bridge deckhouse is enclosed with drop windows sliding on brass rods, so that the bridge is entirely open when the windows are down. A specially designed seat in the deckhouse may be made into a full-sized bed.

A 150 h.p. Hall-Scott motor is expected to give a speed of 15 miles an hour.



The "All-Weather Cruiser," designed by Livingston & Rice.

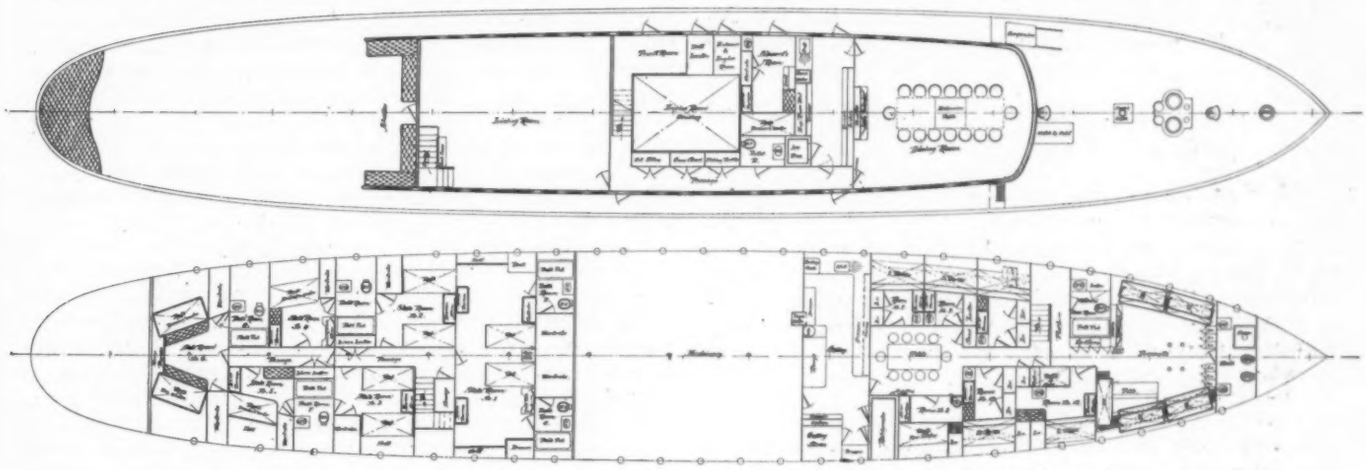


Athero II, owned by Jesse L. Livermore, at anchor in the Hudson after her initial run from Boston. She was designed by H. J. Gielow, Inc.

Athero II, a 171-foot Diesel Yacht

ONE of the new yachts of the year that has been added to the fleet of large steel Diesel yachts that is fast building up in American waters is the *Athero II*, designed by Henry J. Gielow, Inc., for Jesse L. Livermore, of New York. As she embodies the latest practice in yachts of this type, her plans, published here, will prove of exceptional interest.

Built by George Lawley & Son, Corpr., Neponset, *Athero II* is 171 feet long over all, 163 feet on the water, 27 feet 4 inches breadth of beam and 13 feet draft. Built for seagoing purposes as well as for coastwise cruising, she has enough draft to insure stability. She is an unusually able looking craft with plenty of freeboard and a raised forcastle deck forward. For power *Athero* has two 6-cylinder Bessemer Diesel engines, of the latest type, which drive her at a speed of 15 knots. Her accommodations are excellent for a long cruise, as the plans show.



Zig-Zag, a new Chris-craft Runabout

A new high speed runabout added recently to the fleet of the Bayside Yacht Club is the *Zig-Zag*, owned by Charles W. Baker. This is a Chris-craft 26-foot mahogany runabout, an unusually snappy craft that steps along at 30 to 32 miles per hour with a 100 h.p. Kermath 6-cylinder engine. This type of *fast* runabout is rapidly becoming as popular along the coast as it is on fresh water.

Zig-Zag, a 26-foot Chris-craft runabout, owned by C. W. Baker, of the Bayside Yacht Club, towing a pair of the new water skiis.

In the Lee of the Longboat

by Cap Stan

CONGRATULATIONS to Weston Martyr for his story on the Fastnet Race. The story of each boat was clearly told, with fairness to all and favoritism to none. After reading it, you have a clear-cut word picture of just what happened at all stages of the race — a mighty difficult proposition, as any race-writer or investigator will tell you.

As near as can be seen at present, the British rating rule for ocean work proved quite efficient, all the boats, of different sizes and types, finishing remarkably close on corrected time. Of course, it is no use judging a rule by the result of a single race. However, the one race run under the rule was entirely successful, and a few more races may prove that the Britons have evolved a formula which is not too intricate and which, with changes which experience will dictate, may prove to be the rating rule for long distance racing which we, on this side of the water, have been hoping for these many moons.

* * *

Narragansett Bay is coming back to life, unless all signs fail. Ben Comstock, one of the old guard, made everybody sit up and take notice when he won the Star Championship in *Rhody*. At the Warwick Neck Club they are laying plans for a new one-design class, about the size of the Sound Interclub and Marblehead 18½-footers. The Conanicut Y. C., at Jamestown, is doing the same thing, and may build the same boats as the Warwick Neckers. Some people at Newport may build in the new Conanicut class, and have gone so far as to arouse the City Fathers to provide better harbor facilities for small yachts. In a few years' time, good old Narragansett Bay, the best sailing ground on the Atlantic seaboard, bar none, may cut as big a figure as it did some fifteen or more years ago.

* * *

Yachtsmen are a funny bunch. For years and years the Bermudians and Chesapeake Bay folk had been proclaiming the superiority of the jib-headed sail, but no one would listen. Finally the racing crowd gave ear, and after a few trials, gaff-headed sails disappeared in a twinkling — the efficiency of the jib-header left no room for doubt. The cruising crowd were slower to succumb, but are gradually becoming convinced, and more and more cruising craft, both new and old, are carrying gaffless sails.

But just look what happens when a brand-new schooner appears, with several fancy sails in place of the old-fashioned foresail. She goes out and trims the fleet. All hands, racers and cruisers alike, make a mad rush to equip their boats with the staysail rig — not stopping long enough to figure that it might be the hull, as well as the rig, which accounted for the schooner's performance. And this year, with her competitors decked out with staysails, this same schooner gives the whole bunch a worse beating than she did when they swung gaff-headed foresails!

The last act of the farce is now being played. Starling Burgess, who invented the staysail rig, believes that the outcome will be that everybody will build sloops, for reasons which he clearly states in the last issue — reasons which every yachtsman should ponder over, too.

Verily, yachtsmen are a funny bunch.

* * *

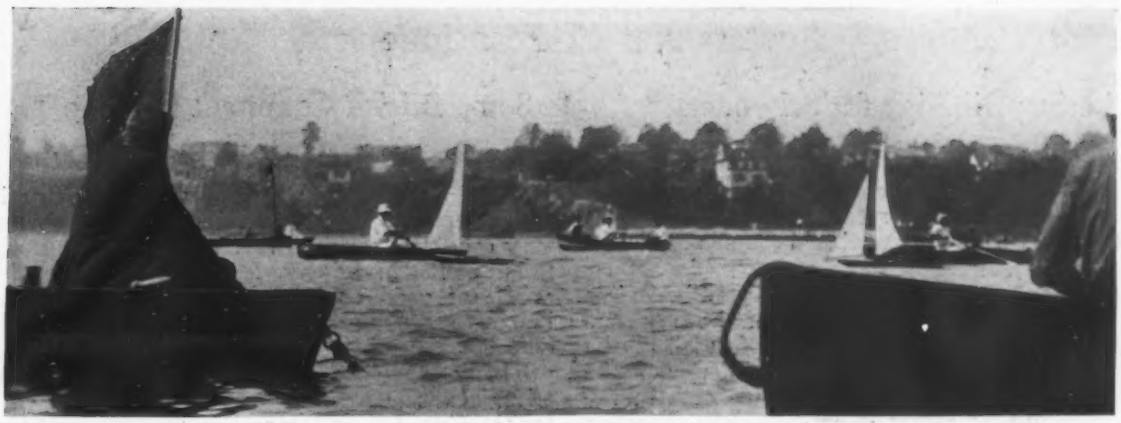
Speaking of jib-headed rigs, there is a feeling in some quarters that the jib-headed ketch has remarkable speed possibilities. The ketch *Angelica* walked away with a bunch of races in Buzzards Bay in an astonishing way, and finished up by giving *Malabar VII*, a sister hull, a good trimming in a hard windward thrash. I have never been able to understand why ketches shouldn't be good sailers, despite the hard knocks everybody handed them. The real answer seems to be that the slow ketches would have been slow with any rig — just look at the photographs of some of the British ketches and you'll see what I mean. Of course, the sagging main gaff was a contributing factor. Now that a modern, fast cruising hull has shown speed with a jib-headed ketch rig, we're apt to see many more of the breed in seasons to come.

* * *

With the executive committees of both the Yacht Racing Union and the Y. R. A. of Long Island Sound having gone on record as favoring the adoption of the International Rule for boats up to and including Class P, it looks as though the death knell of our Universal Rule had been sounded. The delegates from all over the country were unanimously against the Universal Rule, with the exception of the Marblehead crowd, who, as usual, are bucking the tide of protest against a rule which everyone else is condemning.

Personally, I can't quite see where the International Rule is a whole lot better than the Universal. The boats built under it are usually narrow and long-ended, albeit they have a bit more freeboard. True, designers have a bit more latitude under it than under the Universal, but I

(*Continued on page 124*)



Finish of the first race for the Eagle Cup. E. A. Bull's *Polka Dot* leading Phil Pyles's *Mary II*.

Prospect Park Model Yacht Club Wins Eagle Cup

Fine Series of Races on Flushing Bay for Model Yacht Racing Association Championship Trophy

NINE model yachts, representing three model yacht clubs, sailed a series of three races on September 19th, over the course of the Central Park Model Yacht Club, on Flushing Bay, New York, for the Eagle Cup, representing the championship of the Model Yacht Racing Association of America. The Central Park Club had held this cup for two years, having won it from the Prospect Park sailors in 1924.

The races were sailed in a moderate to light wind, over windward and leeward and triangular courses, the models being handled from rowboats. All the models in this year's race were Class B boats, the largest size sailed by the Model Yacht Racing Association. The Prospect Park Model Yacht Club challenged with these three boats: the famous *Polka Dot*, owned and sailed by E. A. Bull; the *Dauntless*, Commodore F. H. Tucker, owner and skipper, and the *Gowanus*, Charles Wanker, owner. Boston sent down these three boats, representing the Boston Model Yacht Club: *Lightning*, F. L. Pigeon; *Witch*, Robert Patterson; *June*, E. R. Saunders, sailed by A. M. Doffler.

The Central Park Model Yacht Club defended with the *Fantasy*, owned and sailed by "Joe" Weaver, the skipper who sailed in England with his *Slipper* for the international cup last year; the *Mary II*, Phil Pyle, owner and skipper, and the *Clipper II*, C. W. Bedell. Howard Griffith and a committee from the Central Park Club and the Model Association, ran the races.

The Prospect Park sailors had little difficulty in winning the series, being well ahead of Boston in the point score. Central Park pushed Boston hard for second place. The following table gives the result of each race and the point score for the series. The Prospect Park boys won each of the three races.

FIRST RACE

Course — About 1½ miles, windward and return.	Time
1 — *Polka Dot*, E. A. Bull (Prospect Pk.)	30:13
2 — *Mary II*, Phil Pyle (Central Pk.)	30:36
3 — *Fantasy*, Joseph Weaver (Central Pk.)	32:18
4 — *Gowanus*, Charles Wanker (Prospect Pk.)	33:40
5 — *Dauntless*, F. H. Tucker (Prospect Pk.)	36:36
6 — *Witch*, Robert Patterson (Boston)	37:05
7 — *Clipper II*, C. W. Bedell (Central Pk.)	37:16
8 — *Lightning*, F. L. Pigeon (Boston)	38:17
9 — *June*, E. R. Saunders (Boston)	42:53

SECOND RACE

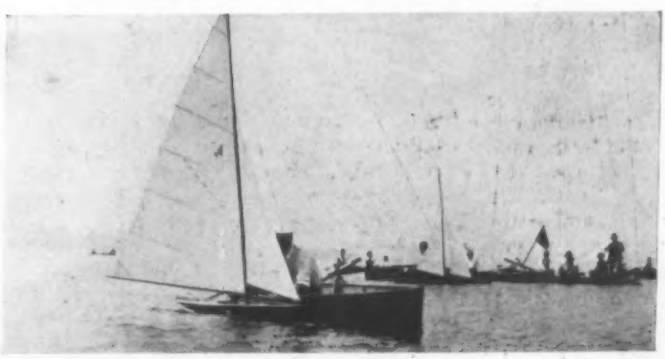
Course — Triangular, about 1½ miles.	
1 — *Dauntless* (Prospect Pk.)	31:32
2 — *Lightning* (Boston)	32:25
3 — *Polka Dot I* (Prospect Pk.)	32:28
4 — *Witch* (Boston)	32:35
5 — *Gowanus* (Prospect Pk.)	33:20
6 — *Fantasy* (Central Pk.)	33:42
7 — *June* (Boston)	34:22
8 — *Mary II* (Central Pk.)	34:40
9 — *Clipper II* (Central Pk.)	35:05

THIRD RACE

Course — About 1 mile, windward and return.	
1 — *Dauntless* (Prospect Pk.)	19:15
2 — *Gowanus* (Prospect Pk.)	19:16
3 — *Polka Dot I* (Prospect Pk.)	20:05

(*Continued on page 124*)

A start in one of the heats. *June*, of Boston, sailed by A. M. Doffler, in foreground.



Commodore F. H. Tucker, with *Dauntless*, waiting for the starting signal.

Letters and Correspondence

The Staysail Rigs for Schooners

Editor, YACHTING:

I HAVE followed with much interest, in your very excellent magazine, the recent developments and suggestions made with a view to obtain the most efficient rig.

The trials of the sister schooners *Tigress* and *Marilyn* go to prove that the main staysail rig of the former is superior, in windward work, to the gaff foresail of the latter, but, owing to insufficient sail area, inferior off the wind: this was to be expected when considered in the light of the results of recent scientific experiments on the wind pressures on sails.

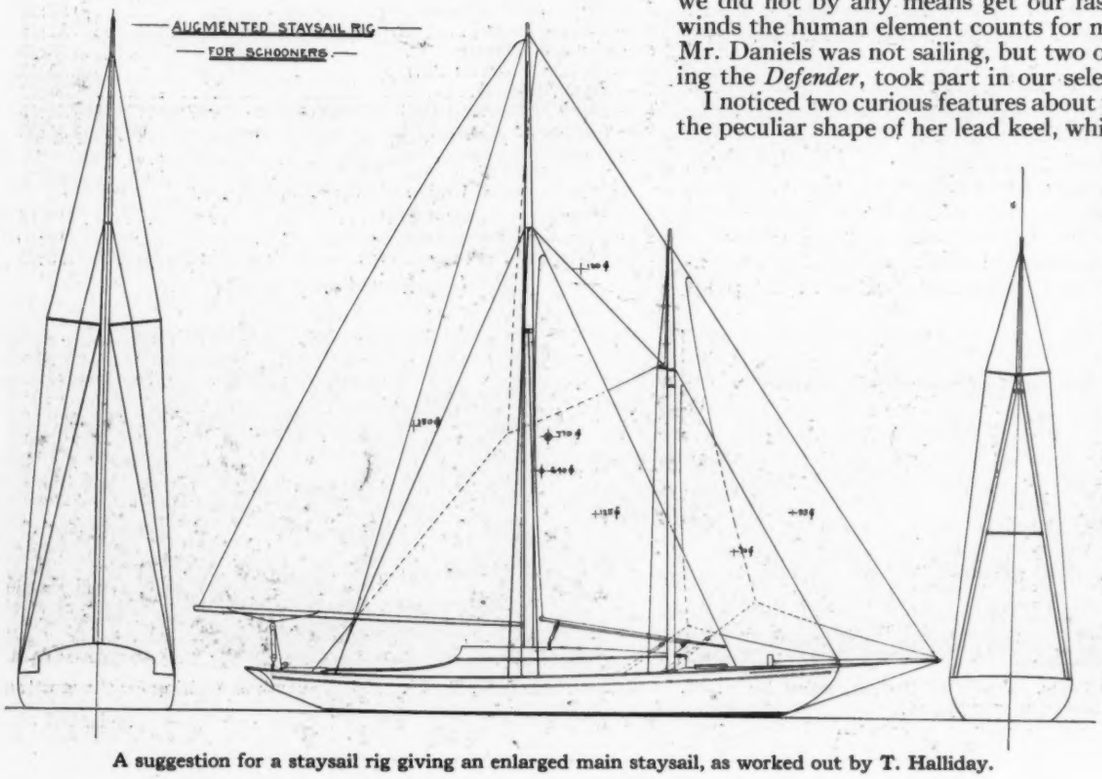
It is evident that if some way can be found of increasing the area of the main staysail, that rig will be superior in all round sailing.

On page 33 of your July issue, a photograph is shown of the Makassar type of schooners having tripod mast on the fore, which lends me the idea of making the foremast like an inverted "Y", and producing the main stay through the gap in the "Y", thus obtaining a staysail area as large as that of a gaff foresail: each leg of the inverted "Y" would have about half the area of the ordinary round mast and be of elliptic section; the butts of the double mast would be stepped through the sides of the deck and would require no lower shrouds. A sketch showing this proposed arrangement of rig is enclosed.

The boom of the main staysail will be able to swing about 35 degrees on each side of the center, which would be quite enough for a broad reach, though not quite far enough with the wind aft, but then no staysail works at its best with the wind in that quarter.

T. HALLIDAY.

Vancouver, B. C.



A suggestion for a staysail rig giving an enlarged main staysail, as worked out by T. Halliday.

Some British Comment On The *Yachting Monthly* Cup Races

IN 1925 the United States made its entry into the *Yachting Monthly* Cup Races. You then sent over a very capable skipper in Mr. Joe. Weaver and a very inferior model in *Slipper*. Mr. Weaver proved himself a prince of good sportsmen, and though he was badly beaten, won our respect by the way in which he took his defeat.

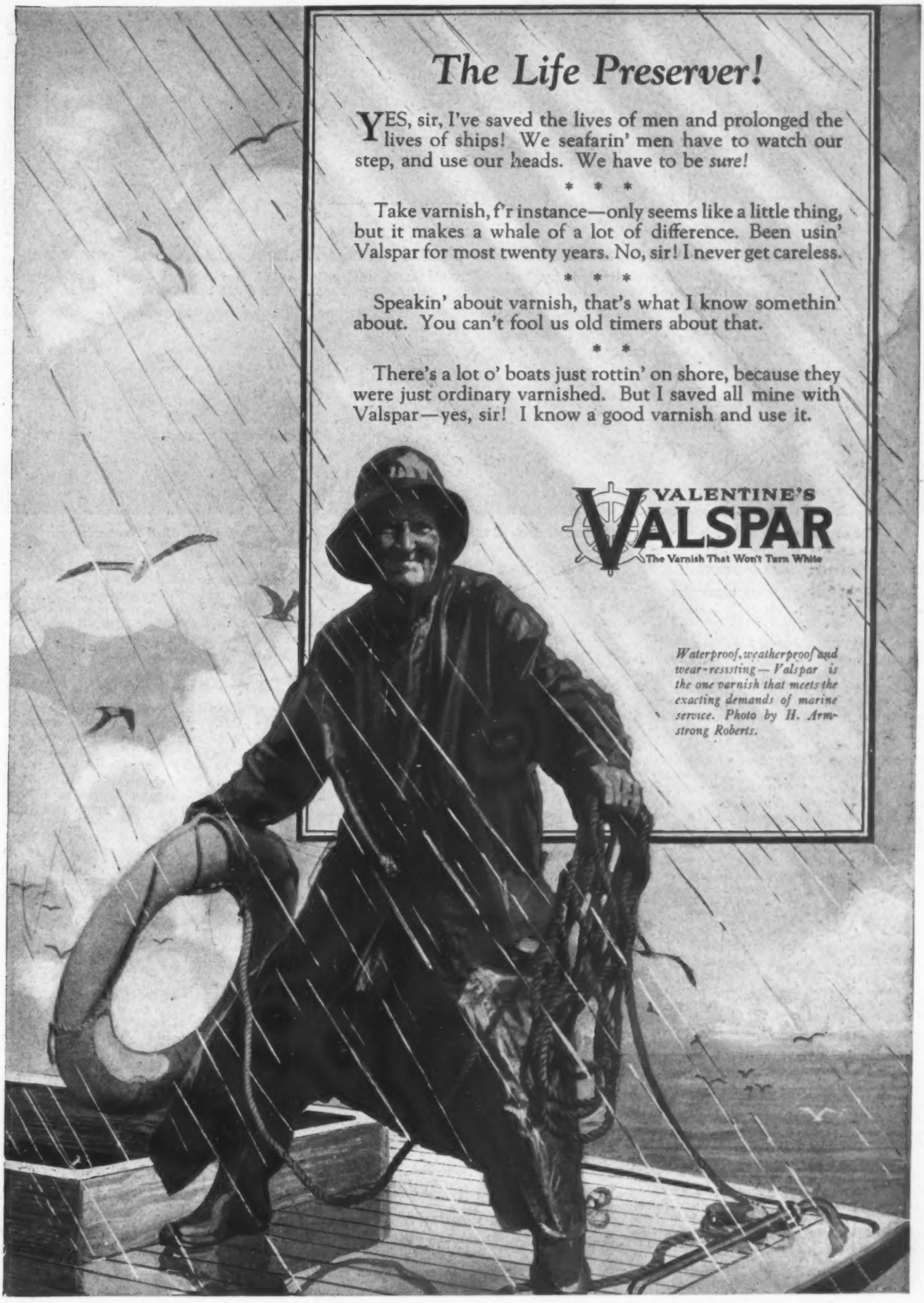
This year we had entries from no less than four countries, France, Denmark and the States all challenging for the Cup. It was Denmark's third attempt to win the Cup, and in *Dana* we had a dangerous opponent in her own weather. *Dana III* is a very fast boat on reaching winds, and her skipper has the knack of sailing her capitally under these conditions. She is not, however, particularly fast running, and close-hauled she cannot point high enough. She has rather a long lateral plane which appears to keep her steady in fluky reaching winds, but is not lively enough in following the wind when beating.

In *Bostonia* you had a far better boat than in 1925, and by adopting our steering gear and rigging, which is much more sensitive than yours, Mr. Black did a very wise thing. Actually, we got him a gear from London in two days, and it is curious to note that Captain Lazell, the ultimate winner, was largely responsible for showing Mr. Black how to fit his gear and rigging. Mr. Black also adopted the beating guy and Liverpool Boy. It is interesting to note that the French boat turned up without any gear also, and that she was completely rerigged and fitted with a steering gear before the races.

Your boat was a nice looking craft, but had we had typical Gosport weather would, I fancy, have been smothered. Actually, however, we had extraordinarily light weather right through our selection races and the international contests. This, of course, had its effect on the result, and though we had the best man as defender, we did not by any means get our fastest boat. In light winds the human element counts for more than in heavy. Mr. Daniels was not sailing, but two of his boats, including the *Defender*, took part in our selection races.

I noticed two curious features about your boat. One was the peculiar shape of her lead keel, which has a blunt fore end that must retard her through the water, and might even have the effect of causing her to stoop a trifle. The second was her action through the water. At low speeds she was singularly clean through the water, but when the breeze freshened she would gather speed up to a certain point. Then her head seemed to drop and the boat would almost stop; she would

(*Continued on page 124*)



The Life Preserver!

YES, sir, I've saved the lives of men and prolonged the lives of ships! We seafarin' men have to watch our step, and use our heads. We have to be *sure!*

* * *

Take varnish, f'r instance—only seems like a little thing, but it makes a whale of a lot of difference. Been usin' Valspar for most twenty years. No, sir! I never get careless.

* * *

Speakin' about varnish, that's what I know somethin' about. You can't fool us old timers about that.

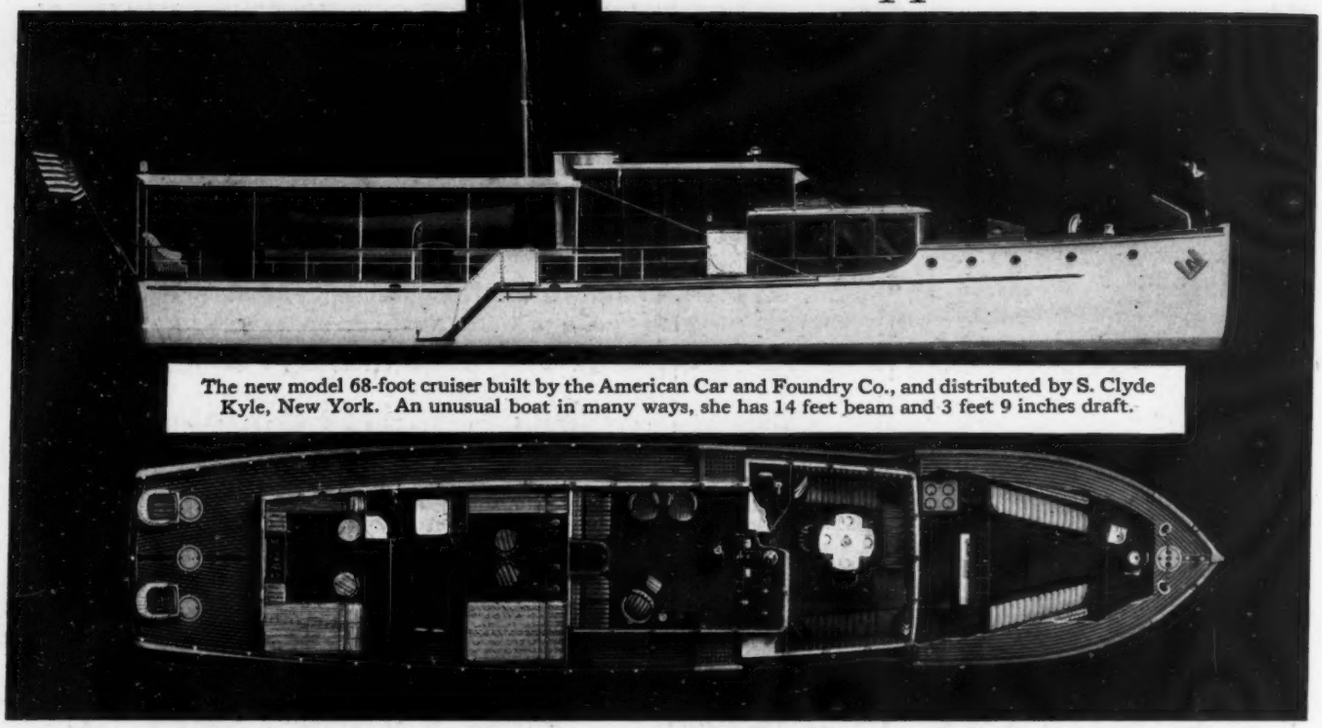
* *

There's a lot o' boats just rottin' on shore, because they were just ordinary varnished. But I saved all mine with Valspar—yes, sir! I know a good varnish and use it.

VALENTINE'S
VALSPAR
The Varnish That Won't Turn White

Waterproof, weatherproof and wear-resisting—Valspar is the one varnish that meets the exacting demands of marine service. Photo by H. Armstrong Roberts.

Of Interest to the Skipper



The new model 68-foot cruiser built by the American Car and Foundry Co., and distributed by S. Clyde Kyle, New York. An unusual boat in many ways, she has 14 feet beam and 3 feet 9 inches draft.

The new A. C. F. cruiser has excellent accommodations. She is powered with two 100 h.p. gear reduction Hall-Scott motors.

Chris Smith and Sons Open National Sales Office in New York

JAY SMITH, General Manager of Chris Smith and Sons Boat Company, Algonac, Michigan, announces the appointment of Arthur J. Utz as Manager and Director of Sales of their New York office, where the new models of the standardized Chris Craft will be on permanent display. In this capacity, Mr. Utz also will be in active charge of the dealer organization being built up at present throughout the United States and Canada. His past experience in the marine field makes him particularly well fitted to establish an active dealer organization and direct the national sales and service of Chris Craft.

Fifteen years ago, Arthur Utz made his debut in the marine field. His first contact was with the Sterling Engine Company. In 1920 the Hall Scott Motor Car Company placed him in charge of eastern sales for Hall Scott marine motors. He spent five years with this company during which time he built up a high reputation among boat builders and boat owners alike. To round out his experience he has, for the past year, been associated with Bruns, Kimball and Company, where he has gained an insight into the activities of a large marine motor distributor.

Nor have Mr. Utz's efforts been entirely commercial. He has contributed much time and effort to the furtherance of power boat racing throughout the country. Since 1915 he has attended nearly all of the large regattas in an official capacity. During this time, he has acted as Treasurer, Measurer and Official Timer of the American Power Boat Association.

Already the largest builder of high speed and racing boats, every indication points to a year of boating activity in which Chris Craft will undoubtedly set a new production record that may prove a guide and a barometer for the rapidly developing field of power boating.

A New Cape Cod Power Cruiser

The Cape Cod Shipbuilding Corporation, of Wareham, and Boston, Mass., have recently added to their line of stock boats the small seaworthy cruiser shown in the accompanying photograph. This new boat is of the dory launch type, and measures 24 ft. long, with 6 ft. 6 in. beam and 24 in. draft. She has the desirable features of the dory, but with more rounded mid-sections, and makes a very attractive appearance in the water.

She is planked with selected cedar, closely fastened with galvanized iron, clinched, making a rigid construction. The seats in cabin and cockpit are full lockered, the interior of cabin being finished in white enamel. The engine equipment is optional with the purchaser, the choice being between the 12–15 h.p. Universal four-cylinder four-cycle with reverse gear of unit system, or the 15 h.p. Niagara four-cylinder engine with Bosch magneto and impulse coupling. The cabin is equipped with gasoline stove, high grade pump toilet, chart racks, and sleeps two people comfortably. Accommodations are provided for two to sleep in the cockpit under a folding spray hood.

The boat is well proportioned, the cabin not being too high to spoil her looks, a fault frequently seen in what otherwise would be admirable one-man cruisers.

An Outboard Endurance Record

Averaging 18.274 miles per hour for 13 hrs. 40 min. 49 secs., George Covert, Jr., a student at Notre Dame University, and Joe Coghlin, of Toledo, set what is believed to be a new endurance record for outboard motors at Toledo on August 28th. For 250 miles they alternated in driving a 14-foot step-plane equipped with a Johnson Big Twin Motor. Neither motor nor boat were stopped from the start at 6 A.M. until the 25th lap of the 10-mile course had been completed, making one of the hardest tests of endurance of an outboard motor that has ever been reported to the Johnson Motor Co.

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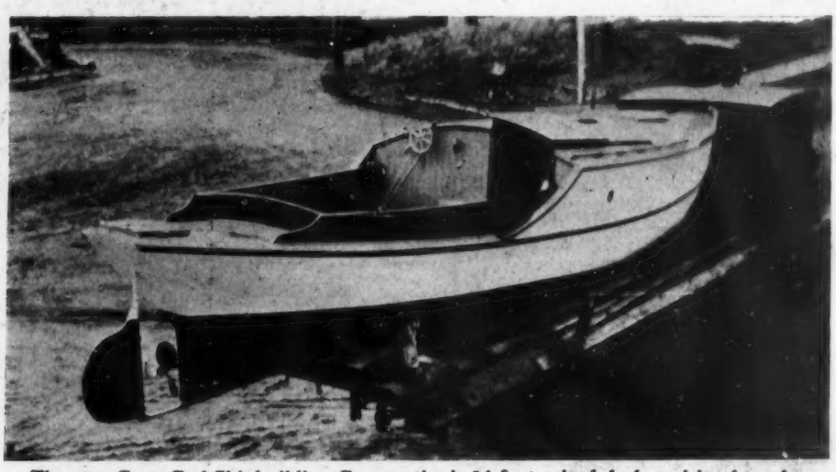
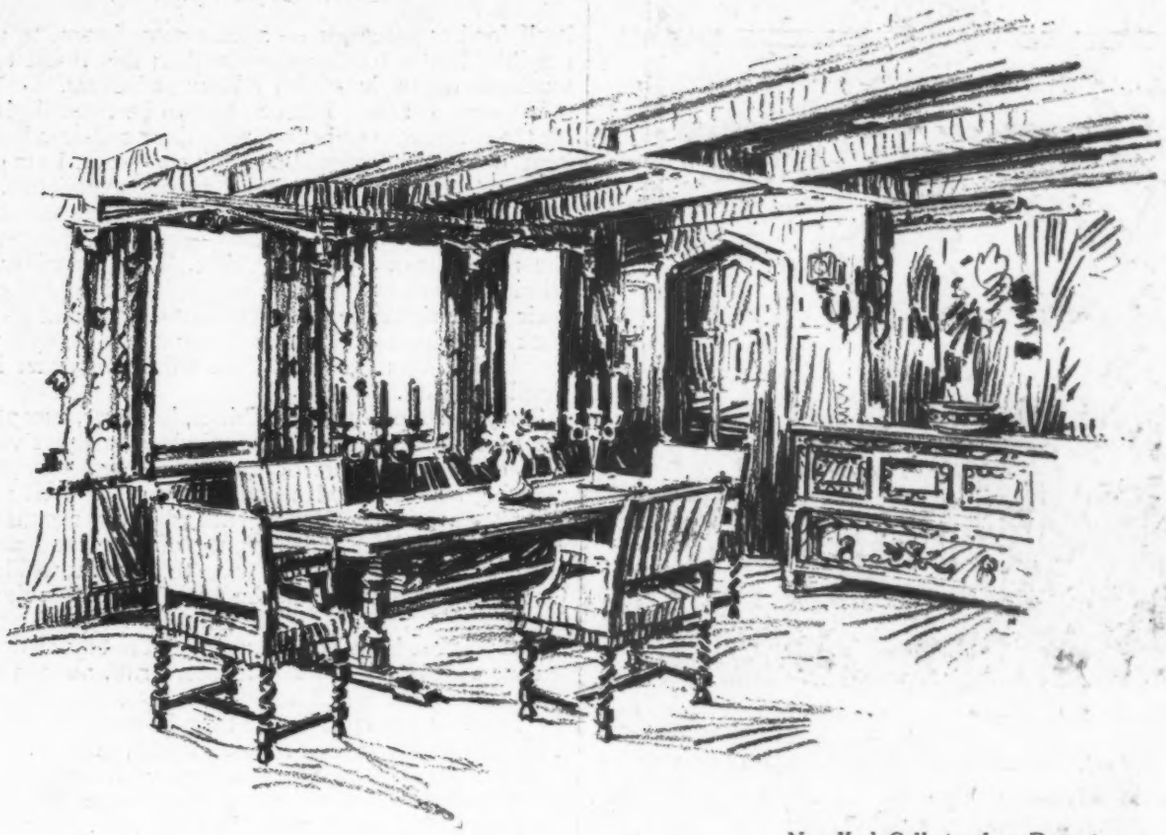


The new Cape Cod Shipbuilding Corporation's 24-foot raised deck cruising launch.



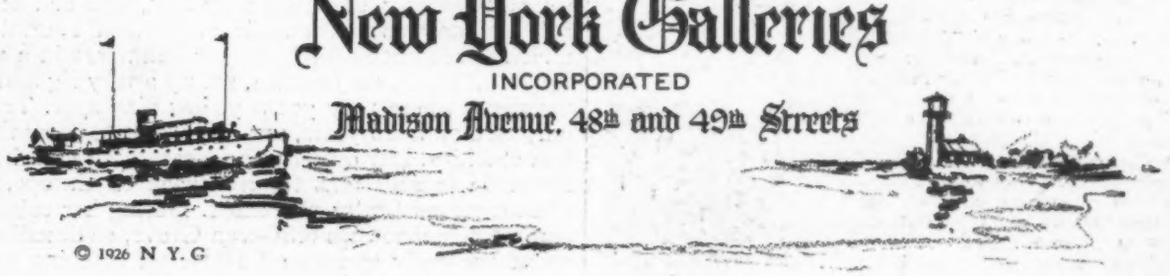
New York Galleries, Inc., Decorators

The experienced cruising yachtsman realizes that the deck and cabin appointments of his craft, when well chosen and arranged, contribute more to his enjoyment afloat than do any other features of the vessel.

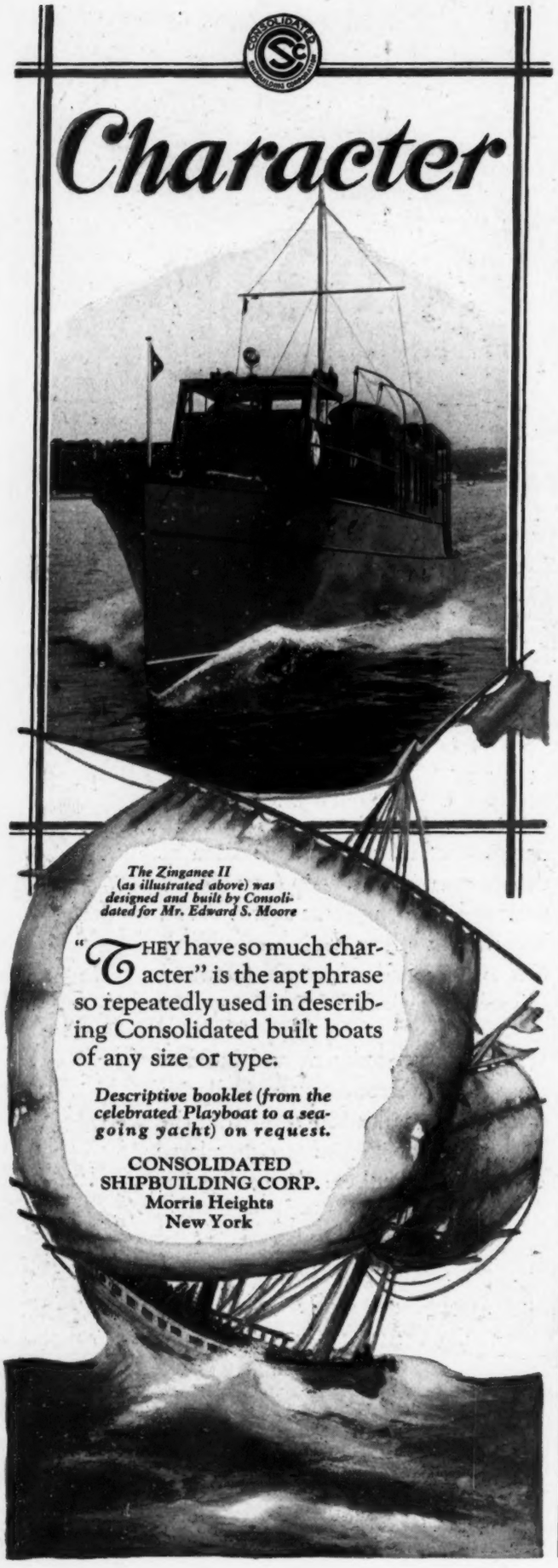
¶ This is particularly true "below," where it is desirable to create an effect of spaciousness within the necessarily limited dimensions of the main cabin and staterooms.

¶ That this can be accomplished, with most gratifying results, has been demonstrated by this organization of decorators and cabinetmakers aboard such well known yachts as Mr. W. K. Vanderbilt's *Ara*, Col. Nicholson's *Sea Dream* and Mr. A. Y. Gowan's schooner *Speejacks*.

¶ Yachtsmen, designers and builders are always welcome at the Galleries, where a consultation regarding the decorative possibilities of either large or small craft will entail no obligation.



© 1926 N Y G



The *Presto* Type of Centerboarder

(*Continued from page 40*)

itself for her successor — a *little* more beam, to give, if possible, better footing close-hauled; this it did to a remarkable degree in *Micco*, *Wabun* and *Carib*.

Increase of beam, I knew, had to be treated gingerly, for the ratio between beam, ballast and sail-area had to be kept, or the result would be a failure — and I am glad to say that this never happened in my experience. Some critic will exclaim: "But, if your boats have the stability you claim, they must *roll out!*" — a dreadful caper, from the racing man's point of view. They certainly do, I admit, to some extent, then wiggle the wind partly out of their sails, right with no apparent effort, and go on. If deck openings are closed, nothing happens, and we are thankful to be able to spill the wind and water in that simple manner.

They never cut up these shines, however, except under the most adverse circumstances. Personally, I've never seen one of my craft doing these stunts except when carrying sail out of all reason, with other craft snugged down to the last rag. You will ask why they should ever be so ill-treated. Well, with plenty of room and a willing crew, we do sometimes just want to see what will happen! One such occasion was on the Atlantic Y. C. cruise in the Sound in 1892, as told by Mr. Gilpin in August YACHTING. There was fun in this carrying on, and not much danger to a boat that had just made a record run, not yet beaten, from Cape Florida to Sandy Hook, of 6 days 12 hours, and that against a northerly gale from Barnegat to the Hook. This trip was described in the Rudder, in 1896.

Micco first distinguished herself on the way south, in a run before a fierce norther from Cape Canaveral to Jupiter, 105 nautical miles, in ten hours. Four hours of this was under reefed trysail against a current of 1½ knots or more, as we had to keep well off in the Stream on account of no visibility and the difficulty of getting soundings, and we were ten miles out at Jupiter. There was no trouble whatever steering, though a new hand at change of watch let one sea board us over the quarter. At 6 A.M. we passed a Mallory liner hove to, and Captain Evans told me afterward he had been in that position all night. When I told him that I had had over two hours of sound sleep, his language was dreadful.

Wabun followed, smaller, broader, shoaler and faster to windward; less of a sea-boat on paper, and not intended for deep-water cruises, yet she has knocked about the Straits and the coast to Cape Cod, with many trips to the Bahamas and Cuba, for 34 years, and never played a trick yet. Little *Utilis* was spoken of in August; I will only add that I crossed the Stream once in her in a northeaster, under whole sail, wing-and- wing, without a jibe, in less than five hours, and behind Cape Florida found the new steamer *Miami*, bound for Nassau, waiting for weather.

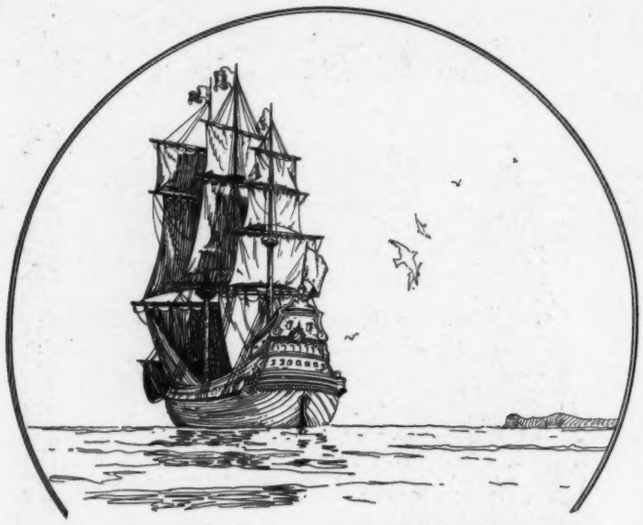
In 1901 came an opportunity to build a yacht, unrestricted by fishing or draft requirements, for A. S. Haigh of the Royal Thames Y. C., for use in Bahaman and Caribbean waters. This was the original *Carib*, and her lines were a trifle finer, but draft only 3½′, with o.a. length of 50′. She, too, was mentioned in August, and I add that she cruised as intended, and lost her mainmast in a violent squall, at night, off Jamaica, set up a jury rig and made Santiago, where they got a yellow pine spar. This, the only mishap in 25 years, served at least to show that she had stability. Her owner was so impressed with her that he made preparations for a voyage to Europe, which circumstances finally prevented. During her subsequent summers at moorings off Ocean Grove, as described, she spent the early springs off Hatteras, catching the first run of school fish. Is any further evidence needed as to seaworthiness?

"R" Boat "YANKEE"

Winner of — Manhasset Bay Challenge Cup, 1925; Greenwich Cup, 1925; Corinthian Y. C. (Marblehead) Season Championship, 1926; New York Y. C. Cup for 1926.

"Yankee" is now offered for sale. Apply to her designer

L. Francis Herreshoff · 20 Lee Street · Marblehead, Mass.



"As idle as a painted ship upon a painted ocean"

THE ancient mariner whistled for a breeze—he depended on sails alone for propulsion. Caught in the doldrums under a tropical sun was no fun above decks or below.

Today the modern yachtsman does not need to whistle for a breeze—Diesel-electric drive brings him safely out of the doldrums and Westinghouse fans bring comfort to saloon, stateroom and galley when natural breezes fail.

Westinghouse marine fans are available in sizes and types for every conceivable marine application. They are proofed to withstand the corrosive effects of salt-air and moisture.

Westinghouse Electric & Manufacturing Company
East Pittsburgh Pennsylvania
Sales Offices in all Principal Cities of the United States and Foreign Countries

Westinghouse

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I will mention one more, and then rest the case. *Kona*, built for one of the best-known rod fishermen in the country, F. G. Griswold, of New York, was a ketch, 71′ o.a., 4′ draft. She was sailed by Captain Thomas Dahlberg, a deep-water sailor who took command of her with many doubts of her draft, but came to have implicit confidence in her. She weathered Cape Sable, N.S., eight times, and Cape Sable, Fla., many more; she rounded Cape San Antonio, Cuba, 14 times, and voyaged from New York to Key West 11 times. She covered 38,917 sea miles, with but two minor mishaps, each time parting a shroud and then either losing or springing a spar. Was *Kona* unstable all these eight years of open sea? We guess not.

Thirty-five years ago on a steamer bound for New York a gray haired sailor-like man was a fellow-passenger with me. His face attracted me greatly, and I found he was an old British salt, on his way home to England. "Yes," said he, "until a few years ago, when I was run out of the trade by steam, I had been in sail from cabin boy up, carrying fruit to British ports. And it was nothing but drive, drive, and more drive, to make a living. Did I hear you say something about Yankee, or centerboard, boats in the fruit trade?"

"Why, yes," I answered, "I've known a number of them. What do you think of them?" Naturally expecting an unfavorable blast.

"Bless your soul, I made a number of voyages in one of those packets, and never before enjoyed so much comfort in a fruiter, though off Hatteras, in early spring, it was no joke. But when we had to heave-to, which was a rare thing, we got rest and comfort aplenty, for she was as dry and easy as possible."

"Why was that, superior model?"

"Well, yes, in a way. She was a light-draft centerboarder, and with that board hauled 'most up she made the most beautiful slick to windward, hove to, you ever saw. Yet her sail-carrying power was fully equal, I think, to our deep British craft, and she was quicker and more buoyant in dodging the bad 'uns. Anyway, I'm for those Yankee ships, and if I was younger I would own one."

Mention of sail-carrying brings up one more point. It is often said that the deep craft is safer because of her ability to carry sail longer and claw out to windward. In my experience the *Presto* boats will keep on going to windward as long as anything afloat of their size. But, of course, there comes a point as the wind grows when both types, if embayed, will be blown ashore; and then what? The Atlantic coast is nine-tenths sand beach. In a *Presto* boat on the sand no one need be greatly alarmed, for with sail enough on her as she grounds to ensure heeling inshore, the chances are that you will lose neither life nor property. If it is high water, turn in and get some sleep; otherwise it will be disagreeable for a time, but with little danger. The slight projection of keel is small hindrance to working broadside up the beach, or across a shoal into deep water. The rudder, if properly designed, will rarely be damaged, and if so, it is a minor matter.

A former commodore of one of our yacht clubs was driven ashore once on what is now Miami Beach. The yacht in this case was an ordinary craft of some four feet draft, without any of the refinements mentioned as conducive to luxurious wrecking, but he was lucky in striking at high-water, and in heeling shoreward. For the next fortnight, until another run of high tides, he made himself and his friends very comfortable, with extra awnings, and good fishing close at hand.

In deep water, excessive keel, or grip of any sort, is often a large factor in the ordinary capsize. It is still more deadly in the confused cross seas of a shifting gale. In fine, while the deep, heavily ballasted keel is the obvious and easy way to get stability, I believe that it involves grave weaknesses, almost all of which are avoided by proper design in a shoaler, lighter, centerboard craft.

CS

A satisfied client is the only real asset of the naval architect.—Here is what the owners of our boats say about them —COX & STEVENS

NOURMAHAL *163-Foot Diesel Yacht*

New York, January 12, 1923

¶ After two seasons' use of NOURMAHAL, it would seem only right that I should give you, her designers, some report of the most successful operation of this ship. In seagoing qualities, in the consistent reliability of her power plant and in general economy, both of operation and upkeep, NOURMAHAL has entirely fulfilled every expectation. Please allow me to take this opportunity of expressing to you my very real appreciation of your work in designing and supervising the construction of this most satisfactory yacht. — VINCENT ASTOR.

OHIO *172-Foot Diesel Yacht*

Ridgefield, Conn., January 21, 1926

¶ After more than three years of cruising in all kinds of weather, in all ports of the world, I write you on behalf of my father, E. W. Scripps, to tell you that the record of OHIO has been all that anyone could expect from any ship. Aside from her comfort, good looks and great cruising radius, the most remarkable thing about OHIO has been her dryness, her easy roll and general ability in dirty weather. I never expected to have anything even approaching her qualities in a vessel of her size. — ROBERT P. SCRIPPS.

CARITAS *157-Foot Diesel Yacht*

New York, January 11, 1926

¶ It may interest you to have a report from me now that CARITAS has demonstrated her seaworthiness during very bad weather and I have had an opportunity of taking several cruises in her, during which I found her to meet all the qualifications I had requested when placing the contract with you. In short, I am thoroughly pleased with the demonstration of her seaworthiness and reliability, and I appreciate the keen interest that you have taken in carrying out all my wishes so satisfactorily. — J. P. BARTRAM.

VEDETTE *159-Foot Diesel Yacht*

New York, January 19, 1926

¶ Altho I have several times expressed my pleasure and satisfaction verbally to each member of your firm regarding VEDETTE, I feel that you might like a letter from me after two years in commission. The yacht has come up to my expectations in every way and all promises made by you as to speed, lack of vibration, seaworthiness, fuel consumption and all minor details have been fully carried out. While building she was under your supervision and I appreciate thoroughly the difficulties you had to meet and overcome when building in a foreign yard. — F. W. VANDERBILT.

PAWNEE *160-Foot Diesel Yacht*

New York, August 2, 1926

¶ PAWNEE having just completed her initial cruise in which she covered over 12,000 miles. I am glad to take this opportunity to advise you how very satisfactory she has proven to be. The special features which were necessary in PAWNEE to adapt her to my special requirements were worked out to perfection. PAWNEE exceeded my expectations, both as to her comfort when in heavy weather and her ability to cover ground under all conditions. It has been a pleasure to work with the efficient organization you have at your command. — HARRY PAYNE BINGHAM.

DOLPHIN *181-Foot Diesel Yacht*

New York, December 20, 1925

¶ DOLPHIN has completed her fourth season and has again given me the greatest satisfaction. She has proven herself most comfortable and admirable in every way for the work for which she was designed, and for which the credit is due to you. I am extremely pleased with her and I want you to know it. — MORTIMER L. SCHIFF.

WARRIOR *140-Foot Diesel Yacht*

New York, February 4, 1926

¶ The radiogram from Captain Augustinsen which you sent me backs up my own experience of the splendid seagoing qualities of WARRIOR. I am pleased to have the opportunity of telling you, the Naval Architects who designed WARRIOR, that she has exceeded my expectations and that the machinery, arrangement of quarters and all the details of design are well done. I am looking forward to my voyages both off-shore and coastwise with all the confidence in the world that I have in WARRIOR a fine, able, seagoing yacht, fit for service in any ocean, in any weather. — HARRISON WILLIAMS.

JOSEPHINE *140-Foot Diesel Yacht*

Northeast Harbor, Me., July 27, 1926

¶ We are crazy about JOSEPHINE. She is exactly what I hoped she would be. Thank you all so much for your interest. Everybody is very complimentary about her. — E. S. BURKE, JR.

HUSSAR *204-Foot Diesel Auxiliary Schooner*

New York, January 13, 1926

¶ We have cruised approximately 26,000 miles from the time the ship left Copenhagen. We have never met any storms that we could not weather and make progress. HUSSAR has always left port and arrived as per schedule, regardless of weather conditions. It is a great credit to you, showing the ship to be a seaworthy and safe boat. I could add many more statements regarding HUSSAR, and I want to congratulate you upon turning out such a satisfactory vessel. — E. F. HUTTON.

OCEANUS *156-Foot Diesel Yacht*

New York, December 16, 1924

¶ I have been intending for sometime to express to you my satisfaction with the performance of OCEANUS. From the time she left Kiel, the yacht has demonstrated not only her seaworthiness, but the reliability of her mechanical installation. The performance of the yacht has been more than excellent — it has really been an achievement. To you should go the greater part of the credit as not only your long experience, but your untiring zeal and your close application to the work in hand during the construction has been reflected in the finished product. The close attention you gave to details was responsible for the elimination of the usual annoyances that develop in a new craft during the first season of operation. — JOHN W. KISER.

ROBADOR *161-Foot Diesel Yacht*

At Sea, August 27, 1926 — By Radio

¶ I am delighted with ROBADOR in every detail. Performance at sea splendid. — COMMODORE ROBERT LAW, JR.

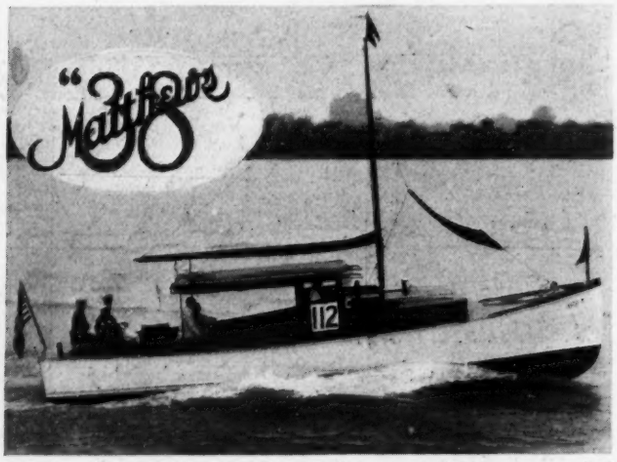
RIPPLE *134-Foot Diesel Yacht*

New York, September 13, 1926

¶ I have just sold RIPPLE and now that I am regretfully parting with her, I want to tell you what I think of her. In January, 1925, I sent her to the Mediterranean where I cruised with her during March, April and May. I do not believe I am exaggerating when I say the RIPPLE is the best seaboat of her size in the world. She can actually stand up under anything. Since I have had her, she has been cruised about 50,000 miles. I took her down to the West Indies three times last year and met and surmounted all kinds of weather. She came all the way from Marseilles to New York without stopping for fuel and had some to spare when she got here — not bad for a 134-ft. boat. I understand she was one of your first Diesels, and you ought to be proud of her. — THOMAS L. CHADBOURNE.

COX & STEVENS

341 Madison Avenue, corner 44th St., New York



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IN this newest of models of the Matthews "38" line the Sportsman finds his dreams of a deep-sea fishing craft answered to perfection. The "Sport Fisherman" is made for the job.

The cock-pit measures 17′ 8″ in length and is 9′ wide. It contains in all this space only two demountable, swivel, arm chairs in the very stern end — a specially built, covered, galvanized iron fish box, which answers the purpose of an ice box to carry refreshments and lunch on the out-going trip as well as a commodious container for the catch — and a large motor hatch which is covered by leather upholstered cushions with built-in box springs which serves ideally as a large seat or bed.

The cabin contains two individual berths and a complete wash-room and toilet. Galley can be provided if desired.

As a play boat the Matthews "38" Standardized Sport Fisherman is incomparable. With the fish box and swivel chairs removed and replaced with comfortable wicker or folding chairs a large party can be most comfortably carried for pleasant afternoon runs.

The Matthews "38" Standardized Sport Fisherman carries a long list of inventory as standard equipment and while it is capable of installation of large powerful motors (up to 400 h.p. for speed up to 25 m.p.h.); its regular power equipment is a 6-cylinder 65 h.p. Kermath engine. The speed is 12 miles per hour with regular power equipment and the list price $5950 afloat Port Clinton. (In the illustration above the "Sport Fisherman" is shown at a speed of 17 miles per hour equipped with a 130 h.p. engine.)

The Matthews "38" Standardized Sport Fisherman is only one of the five different stock types of Matthews "38" Standardized Cruisers which range in price from $5950 to $8850 afloat Port Clinton. Write now for descriptive literature.

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Volney E. Lacy — Charlotte Station, Rochester, N. Y.
W. V. Masson — 421 Munsey Bldg., Baltimore, Md.
Stephen F. Murphy — Alexander Bldg., San Francisco.
Seaboard Ship Brokerage Corp. — West Palm Beach, Fla.

Canada Joins Great Lakes Championship

(*Continued from page 32*)

longer than either of them, narrow and deep, heaviest in displacement, and away up in sail area, with cut-down freeboard; tremendously curved mast of marvellous dimensions, double spreaders and strut, of a total weight of 125 lbs. She is built of double-skinned mahogany, finished bright above, with a white boot-top, and polished bronze-powder below. *Eleanor* is within a foot or two of having as much sail area as *Fantome*, but she weighs almost a ton more — and the difference is in her lead. Her measurements are, length over all 39.83 ft., waterline 26.14 ft., displacement 11,865 lbs., and sail area, 582.81 sq. ft.

If the types were strongly contrasted, and representative of the tendency of the time, better weather to display all three could not have been picked if the committee had gone through the calendar with a fine toothed comb. The first day it blew fresh, with a moderate sea, a good wholesail test; next day it blew hard, with a high short sea, just suiting a heavy weather horse like *Elyria*; last day it was a zephyr, from nothing up to seven knots, with the lake like a mirror, perfect conditions for the ghostlike *Fantome*.

Elyria should have won the first day, and would have won, judging by her performance in covering the course after the unfortunate foul which disqualified her. *Elyria* should have won the second day, and did win. The third day she was hopelessly out of it, and *Eleanor's* performance as a drifter amazed her most enthusiastic supporters. With a ton more of body to push through the water, and a trifle less canvas to do it with she led *Fantome* and *Elyria* at every buoy, and her real race was against the clock.

Elyria was chosen Lake Erie's representative at the last moment in place of *Lightning*, of Detroit, which could not qualify under the requirements concerning moulded depth of keel timber. At Toledo, the Great Lakes Yacht Racing Union representatives held a meeting and agreed to accept all the R-boats which have come to the lakes before September 1st, 1926, for future racing, pending legislation by the Yacht Racing Union of North America. This however, does not validate past performances by boats which did not qualify. The George Cup and Lipton Cup, surrendered by the Crescent Yacht Club voluntarily because *Kathea* and *Valerie* were not qualified, have been returned by the Royal Canadian Yacht Club.

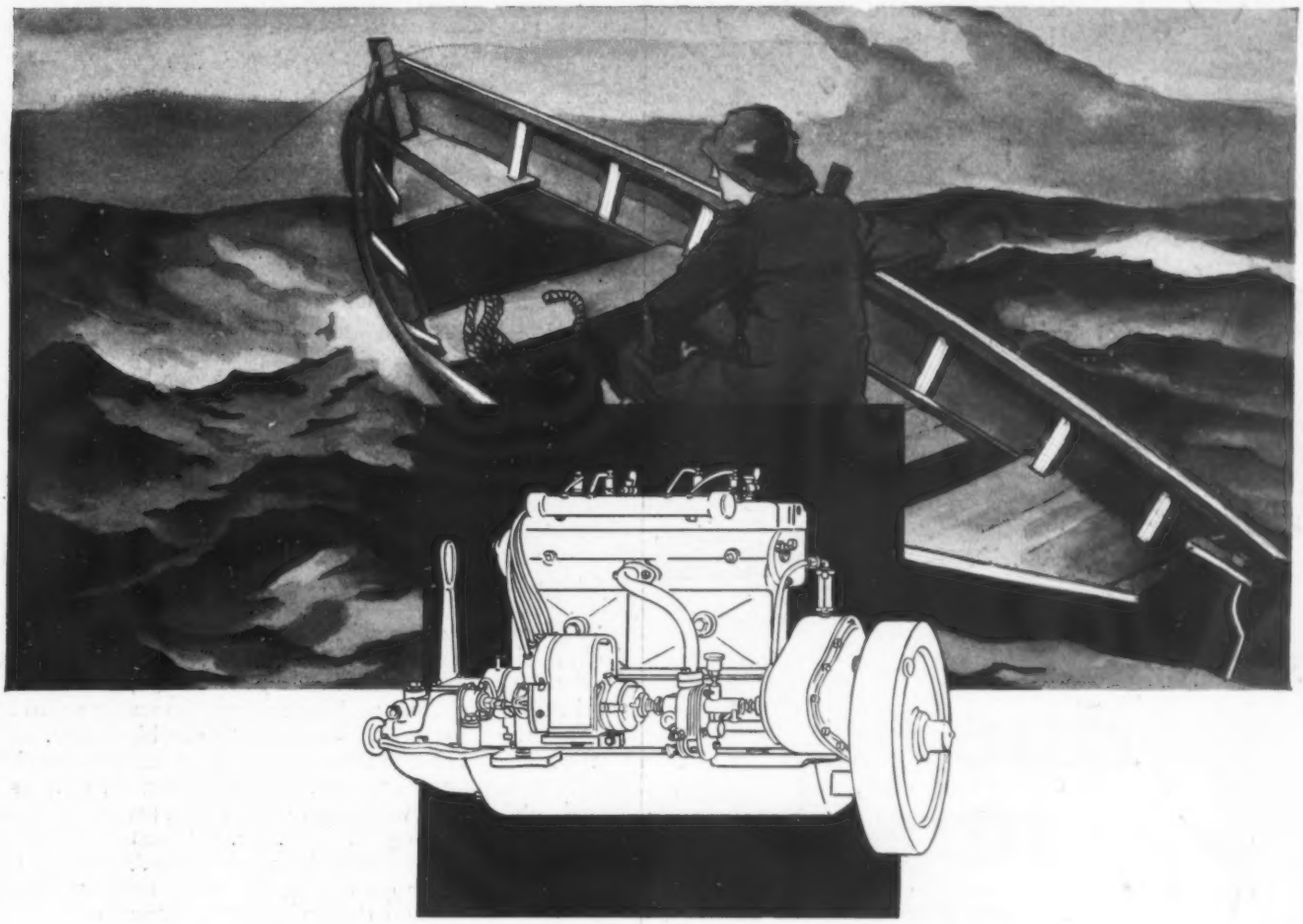
Happenings

(*Continued from page 42*)

be enough, of small stuff into it. Have stuff not too stretchy or shrinky. A couple of good sprays on the line after trimming may well alter the trim and ruin that adjustment. Sit you down at the wheel, with the end of the line loosely turned about the top spoke when the ship is on her course. Tighten it, or slack it, as she needs helm, until you have her steering on small helm. She may not stay on her course. Then trim sheets. Inches at a time. One inch. Fore and aft. Soon you'll come to the point where you find you don't need to fiddle with the line any more. Perhaps the luffs are lifting, but don't let that worry you. It is the lee leach of the sail which drives your ship. It may take fifteen minutes of seemingly fruitless twiddling at sheets and small line before your ship stays where you want her; but stay she will, in the end, unless she is a freakish, hard-bitted ballyhoo that will never learn to be a lady.

Fifteeen minutes spent teaching "Manila Mike" to steer will repay any cruiser.

Let'em talk of Metal Michæl, Gyro Compass and the rest,
Fathometer, and Sperry Log, and argue which is best.
But in your old windjammer, when the going's getting rough,
It's good to see Manila Mike all sot to do his stuff.



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Balanced 2 in. machined crankshaft
Overall length, flywheel to shaft coupling, 41½ in.
Length, flywheel to end of cylinder block, 24½ in.
Length over top of cylinder head, 17¾ in.
Overall width, except magneto and pump, 14½ in.
Diameter of flywheel, 14½ in.
Height above bed, 14 in.
Weight, complete with built-in magneto and Palmer enclosed disc clutch, 375 lbs.
Price with magneto and reverse gear, $340.00

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Especially designed to fit in the limited space available in dories, tenders, sailboats and runabouts, and in shoal draft boats of every description, this ruggedly constructed, high speed, four cylinder, four cycle engine is a faithful servant day in and day out.

It is built, of course, of the same materials, and with the same painstaking care, that have characterized Palmer engines for the past thirty years. Since its introduction, six months ago, it has become very popular from coast to coast.

"Little Huskie" may be seen at any of our distributors' offices, or an illustrated bulletin will be sent on request.

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A new line of small cruisers

Complete Specifications well illustrated with outline drawings will be sent upon request.

The *Two-Cabin Cruiser,* shown above, can be built for as little as $6000 (depending upon the type of engine used). Length overall 40 feet; beam 10 feet, 2 inches; draft 3 feet, 4½ inches; designed by Ralph E. Winslow, the world-famous Naval Architect.

There are other seaworthy types — the *Houseboat* and *Deep Sea Cruiser* — built for the utmost in comfort, speed and serviceability at a moderate price.

Should your requirements vary from any of these craft — small or large — we would be glad to figure on your own specifications or cooperate with your architect. In any event, it will be well worth your while to send for full particulars. *It costs less to build good boats in Maine.*

STAPLES, JOHNSON & CO.

BIDDEFORD, MAINE • • • Yard on Saco River

"Where Boat Building Is a Family Tradition"

From Newport to Falmouth in *Primrose IV*

(*Continued from page 30*)

3 P.M. the wind steadied at E. for a couple of hours, and we made S.S.E. true; wind freshening all the time and seas getting up. At 5 P.M. the wind veered suddenly and came out steady and fresh S. × W. We took it on starboard quarter and headed 90° true with all plain sail, logging between 8 and 9 knots.

At noon to-day we were in Lat. 40–11, N., Long. 65–23, W. Made good course 95°. Distance 116. Speed 5.0. 190 miles from Nantucket. Days run by log 125 miles.

By sunset the wind was W.S.W., blowing a stout five and freshening, sea steep and breaking, and our full sail about all she could stand. Later the moon broke out with a cold, clear light — it was a wild scene, the water black as night in the troughs, the spray blowing off the tops, and the crests, in all directions, gleaming white and restless. We took water occasionally, but on the whole the *Primrose* was very dry. Running almost before it as we were, we did not feel the full force of wind or sea, but by midnight the man at the wheel had more than he could handle to keep her from broaching to, and I decided to ease her up a bit.

"All hands shorten sail!" The watch below tumbled on deck, rubbing the sleep out of their eyes, and tackled the jib first. The Bosun took the bowsprit job, and got the sail into its gaskets, and himself into the water up to his waist as the ship ran down the lee side of a big fellow.

We had intended to douse the mains'l and reef her, but the new 12-ounce Wamsutta duck was wet, stiff as a board, and the sail would not come down properly, owing to the general stiffness of new gear. By the time the crew got her down and snugged they were all in. At about this instant the shackle on the jumbo sheet took it into its head to go adrift and there was a wild scramble forward to secure it. In the midst of it a lop came up to starboard and another to port (we were now running under fores'l alone), and between them rolled her under to her deck houses, filled the cockpit, and raised hob generally. It occurred to me then that we weren't racing, the crew was tired and soaked, seas getting heavier, so I decided to heave to. As we swung into the wind we got the full force of it for the first time, and decided it was blowing *some!*

Hove to under the fores'l we rode like a duck, with an occasional roll to leeward and back, but very easy. One man stood watch and everyone else went below, got rid of their wet things and turned in. The Skipper, for one, had the best sleep he had enjoyed since leaving Newport. Nothing to worry about and all snugged down, we might have been riding at anchor in a harbor — a bit of an open one, perhaps — but, hove to, a peacefulness seemed to settle down over the ship, as if she, too, were taking the opportunity for a snooze.

God bless the designer of a good ship! And the designer of the *Primrose IV* certainly belongs to that class. I am not technically acquainted with all of the intricacies of ship design, but it seems to me that to design a vessel which will have the qualities of a yacht, be easy in a seaway, have speed, heave to in proper style, and stay dry under normal conditions, is a problem which must require the highest type of artisanship.

To-night we had our first real go at the pump. As there is no note in the log or in the night orders, evidently, in spite of her ducking, the amount of water was not alarming. Later developments were not so reassuring.

Friday, June 25th, 1926. This day dawned clear and fine; light airs to calm, sea confused but rapidly going down. There is one thing about the Gulf Stream — the sea gets up in short order and the Stream can kick up as nasty a slop (and without a gale of wind, either), as any place in the open ocean of which I know. But once it quits blowing, the sea makes up for it by subsiding in a shorter time

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Three passenger driver seat with starboard passage way. Genuine leather upholstering and spring cushions.

Room for four passengers on aft seat extending full length of cockpit. Cockpit leather lined throughout.

Swivel type ventilators of special non-tarnishing nickel.

Raised engine hatches of special waterproof design and construction.

Walnut Stained covering boards and king plank, contrasting with the genuine Honduras mahogany decks and planking.

Wicker settee, removable and reversible, enabling use of aft cockpit for luggage, etc. Waterproof canvas cover for cockpit standard equipment.

Combination lifting ring and stern cleat, forward fitting of similar design.

Brass one-half round fender.

Two separately connected gas tanks of 25 gallons capacity each.

Brass bound transom—binding extending under bottom of hull thus reinforcing and protecting stern.

One-piece seamless copper exhaust pipe carrying all water overflow.

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than it does in parts of the ocean where it takes longer for it to get going.

By eight o'clock it was flat calm and only a gentle swell was left of the racket of the night before. There was a bit of a roll and annoying slatting of the mains'l, which had been set in the hope of getting a breeze. We finally doused it, as it was doing no good, and the strain on the gear was considerable. In fact, I've come to the conclusion that it's about as sensible to heave to in a flat calm with a roll at sea, as it is to heave to in a gale. There is not the immediate danger, but what it can do to your gear is a caution — and the damage done then may cause serious trouble at a crucial moment. At any rate, a sail that isn't pushing you along might as well be stowed. We set the balloon stays'l to catch any breath that came along, but even with that made no appreciable headway, and we took in the log as it wouldn't turn over.

Saturday, June 26th, 1926. A hot, clear Gulf Stream day. Father Neptune evidently has decided to give us another day of rest. Although impatient at not making headway, we found plenty to occupy minds and hands. All hands had a fine swim in the warm water of the Stream.

The run by log to-day is exactly 0.0, as we have not carried sufficient way to turn the rotor. Our sights do us a little better and show 30 miles made good to the Eastward, due almost entirely to the drift of the Gulf Stream — a shade over one knot per hour.

We have started to keep track of the pumping, as it is evident that she is leaking somewhere. So far, about 35 strokes to the watch keep her dry. As near as we can figure that is equivalent to 25 gallons. As she has been out of water all winter, and had been kept in the water the winter before, it is possible that she has not swelled up as yet. However, nothing alarming yet, and we'll wait a bit and see if she does better.

By 4. P.M. a light breeze sprang up, and we set all sail, streamed the log and gradually gathered way. Weather began to show signs of real wind again, and the barometer started to drop, which is always accompanied by a crease in the Skipper's brow and mutterings from the Bosun, gutteral and ominous, for "Bos." has been around the world before the mast and has a real seaman's apprehension about the weather, as well as a real seaman's ability to cope with it when it comes.

It's a great thing at sea, particularly under sail, to know your barometer and weather signs, and be able to get ready for what's coming. In fact, I think it is essential for safety. But I have also found it a great nuisance, for you have hours, sometimes a good many of them, when you are anxious about what may hit you. You watch the barometer go down and down, and the clouds gather and no change in the wind, until you get a sinking sensation in the pit of your stomach, and wish it would hurry up and be over with. Then it strikes — whatever it may be — and you get your dander up and start to fight, at last to be up against something you can wrestle with. You get a good dousing, and the ship races away; you take some water aboard, but you feel the strength of the ship under you, you see your gear stand the strain. Then the barometer starts to rise, and, after a bit, you take a look around, decide the worst is over, remark to yourself, "Shucks! she'd go through anything," and turn in.

All this happens to be very premature, as the barometer steadied after dropping a few hundredths, and the wind continued at a steady 3, veering slightly and coming out sou'west. Sea comparatively smooth, with long swell from the south — fine conditions for the *Primrose*, with the wind on her starboard quarter and the log turning up between 5 and 6 knots.

An entry in the night orders says, "Pump her out every watch, and log it." This became standard practice, and the cruise might be called: "Pumping our way across the Atlantic." (*To be continued*)

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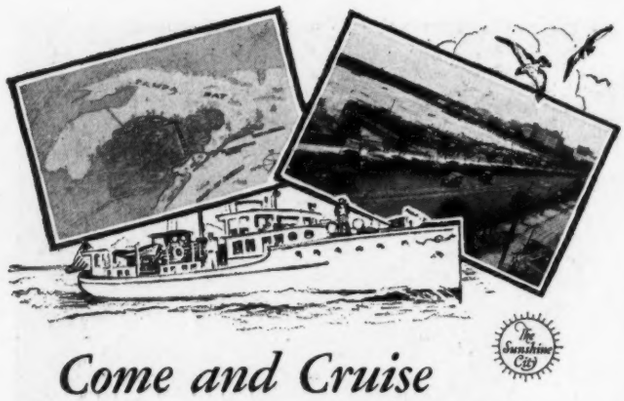

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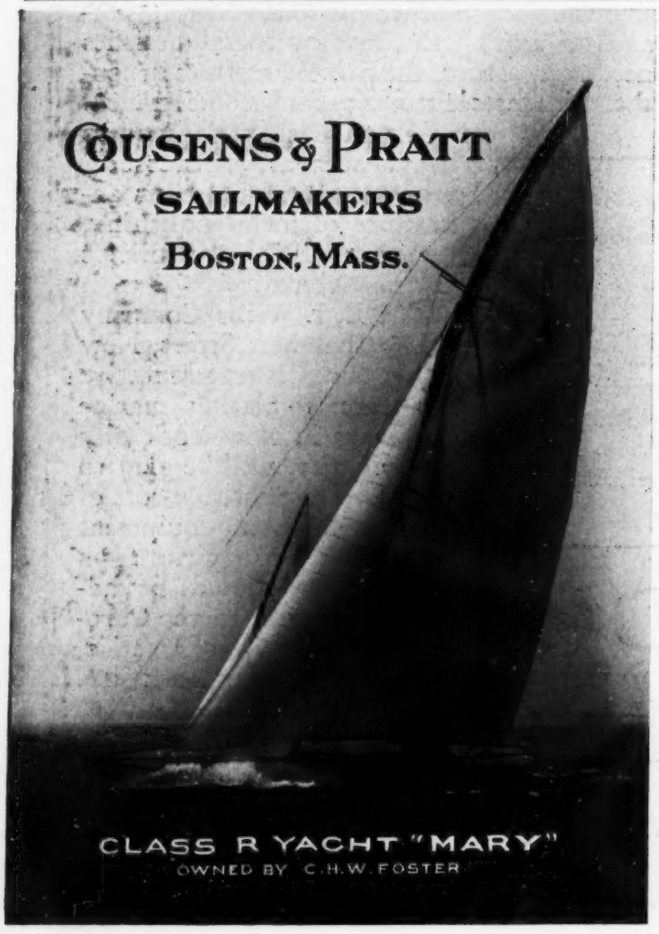

Krum Bay

(*Continued from page 35*)

ing foreshore was covered with an Alpine profusion of cabooses and dodge houses skidded on huge keelson riders, some of them 14 inches square, gratings and hatches, timbers and sections of decking and planking — all heaped with small gear and findings. Here was everything, in fact, if one but took the trouble to search it out, for the assembling of a small ship, from perfectly good material without going abroad for aught but paint and, perhaps, some oakum to caulk new-old seams. Even to the boats, one of which had its story of an open water voyage after the loss of the *Lady Joyce* seven years before. What a place for old boys who have never grown up!

The last ship to be broken up was the *J. D. Everett*, a huge Nova Scotian of 1,800 gross tons. Of soft wood, she was literally falling to pieces when she came to the hands of the Monsantos. But it was far different with many of the English ships whose superiority of build and material would have stood for many more years at sea as slow cargo wagons. Their tragedy lay in the nature of their design, which required considerable ballasting when flying light. There came a time when return cargoes were not always to be had at the port of discharge, and as cheap coal and the small crews of the Cardiff tramps began to drive down the freights, the expense of buying and then dumping ballast in order to catch a freight at some other port slowly paralyzed a vast fleet of these vessels scattered all over the world. So they were knocked down for junk, some of them yet in the prime of their life, while their American cousins who could go a'searching quite empty, if need be, blithely carried on till they were beyond human redemption, even as coal hulks.

For the better part of two days we rummaged about and partook of the hospitality of the Monsantos, and then ran up our jib for Charlotte Amalia again.

But we sailed with a bit of superstition a'nipping at our heels, to a catastrophe. Curiously enough, one develops a habit, after something untoward has happened aboard a vessel, of searching back in memory for *something* which *some* member of the ship's company has done, such as turning over a hatch, or whistling before breakfast (which sometimes can be nullified, if only a few notes have passed the lips, by sucking them in again in their reverse order — but it takes a skilled man to do it!). But this time we were conscious of the crime to begin with, and it was only a question as to the when and the where of the catastrophe which would come in the way of punishment. For our Andros boy, unwittingly, had passed an old ship's riding light which was a parting gift from our host, through the main shrouds instead of around them as he lifted it in over the rail from the dory. And though he was made aware of his blunder, through the not uncertain language of the skipper, and tried to right the thing by passing the lantern out again and *around* the shrouds, it would make no difference. "Laard, now, w'at is dis?" he muttered, while the skipper added, "We'll just have to be damn careful."

We *were* damn careful. As vicious little williwaws have a way of pouncing down from the hilly sides of Krum Bay, we weighed anchor first, and then drifted out under the jib and jumbo. All clear, we ran up the fores'l and then the main. Gregerie Bank, off the rump of Water Island, was given as decent a berth as any man could wish, and Cowell Point was duly rounded without mishap. So the harbor opened before us, free and wide and empty except for an island schooner lying to looard of our former anchorage. There had been five vessels in, when we had left a couple of days before. "Huh," said the skipper as he saw water enough before him in which to maneuver a ship of the line, "perhaps it was only a scare the old lantern was giving us." We stood in on an easy reach, while the fore and jumbo were handed and put in stops. The schooner, a

Announcing a New Sales Policy
~ *and a* ~
Permanent New York Display
~ *for* ~
Chris-Craft Runabouts

1927 Models on Display

NATIONAL SALES OFFICES are now established in New York City by Chris Smith and Sons Boat Company with a permanent display of the new 1927 models of Chris-Crafts in their show room at 393 Seventh Avenue.

This office is directed by Mr. Arthur J. Utz.

For the Florida Season

prompt delivery or shipment from stock carried in New York insures freedom from delay or inconvenience

30-32 Miles — $3,500 **38-40 Miles — $4,000**

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MARINE MOTORS · COMMUTERS
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THE REALIZATION OF A DREAM
TWIN SCREW DIESEL CRUISERS FROM 68 FT. UP

MAYBACH MOTOR CO. 578 Madison Ave., New York City
F. W. von Meister, General Agt., U.S.A.

small ex-Gloucesterman, now lay broad on our weather bow. "Just swing under her stern," said the skipper to the Mate who had the wheel, and to the conch, "Stand by to lower the jib." The Mate eased her up a bit while the skipper, facing aft, began to take in sheet. Presently — "She won't clear," from the Mate. "Of course she will, put her down a bit," answered the skipper, still facing aft. "But she won't, the jib's *down!*" And then it was too late. The conch, of course, had misunderstood the stand-by order, and while the skipper was hauling in, *Diablesse* was fetching up too far and heading, in all the wide harbor, directly for the ex-Gloucesterman.

No room, now, to bring her into the wind, so the skipper overhauled the sheet again while the Mate held down the wheel as far as it would go. Six inches more and we would have cleared. But six inches, wherever you take 'em, are six inches, and our foretopmast stay caught on the end of the schooner's boom. Had it not been for the waterboat on the other side, and a weakness in the saddle of the trader's boom, she might have eased away to the strain and no harm done. But there was a crash and a crack, and the end went down on her counter as we swept by.

A score, then, for that damned old ship's lantern and there was nothing for the skipper to do but pay up "like a man." Yet our memory of Krum Bay is just as sweet for a' that. And we'll leave it as it is, or as it was, for some swivel-nosed junk-snupper has been down there of late and carried off the figureheads and whatever else he could sell again for three times the money. Like as not, you'll meet some of 'em, off the Long Island highways or in the Cape Country, Marie Antoinette, or the homely little Spatz woman, or Sir Varnum, and should you come upon the skipper's especial friend, Rosa, you have his leave to give her a good sailor's buss, by proxy.

Happenings of the 1926 Canoeing Season

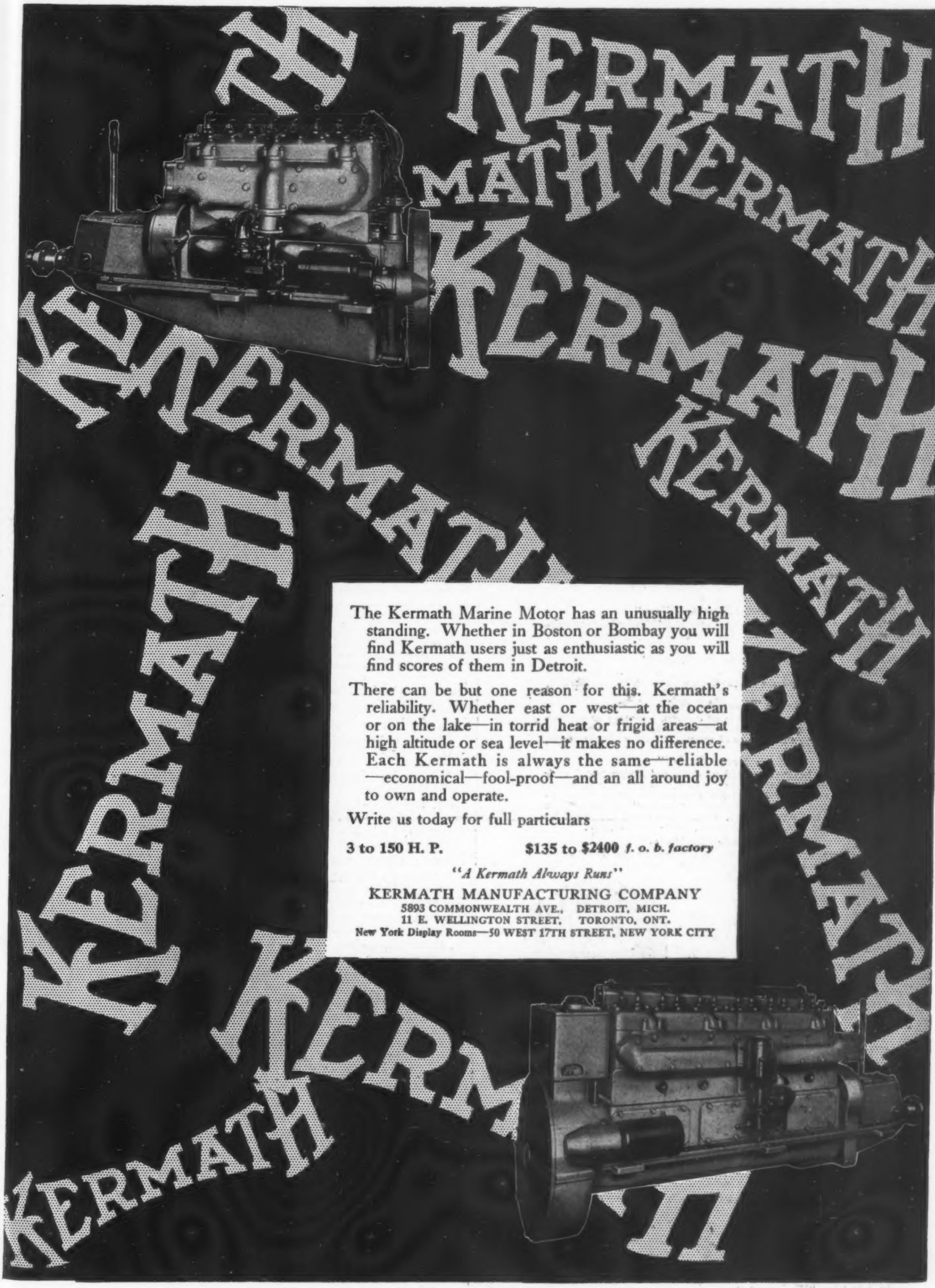
(*Continued from page 37*)

States" will be changed to "United States" and that the sport will be split between two National organizations.

Should this happen, I for one cannot foresee the ultimate outcome. The competition might be "good for business;" or it might even, God forbid, throw it into the hands of the professional, the promoter and the mug-hunter . . . And remiss though the A. C. A. has been in caring for the needs of canoeing, it has saved it from these blights.

It is hard at times to recognize, let alone admit, that changing conditions demand radically new methods. All these years canoe racing has been considered an inseparable feature of A. C. A. camps, be they held on the St. Lawrence, inaccessible to many, or on waters poorly suited. Naturally it is all but unthinkable now that racing should be divorced from the camps . . . and perhaps it shouldn't be for all racing, let's say the sailing of the championship finals. But this season's happenings show that there should be, and will be, canoe racing of championship calibre near the great centers of population. Here's hoping the A. C. A. has the foresight and vitality to direct it and to imbue it with its heritage of traditional sportsmanship.

A report of the season's doing, no matter how brief, should give more than passing mention of the Lake George Meet. Not alone was it a success in all the usual ways: attendance (the largest meet in twenty-seven years), racing entries and well contested races, adequate and well organized accommodations. It was also a success as a "canoeists' camp" — plain comforts, but no frills; good fellowship without tea parties; every man for himself, but ever an interest in the welfare of the camp as a whole. It was generally agreed that the change of camp location, from the well-ordered, long-used Association Island in the St. Lawrence to undeveloped Turtle Island in Lake George, did more to revive and revamp the A. C. A. than anything that has happened in many years.


KERMATH
The Kermath Marine Motor has an unusually high standing. Whether in Boston or Bombay you will find Kermath users just as enthusiastic as you will find scores of them in Detroit.
There can be but one reason for this. Kermath's reliability. Whether east or west—at the ocean or on the lake—in torrid heat or frigid areas—at high altitude or sea level—it makes no difference. Each Kermath is always the same—reliable—economical—fool-proof—and an all around joy to own and operate.
Write us today for full particulars
3 to 150 H. P. $135 to $2400 f. o. b. factory
"A Kermath Always Runs"
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The first thing you want—

Quarter Turn Starting!

AND that is the thing that Elto gives you — an instant start on a quarter turn flip of the flywheel. No spinning, no starting ropes, no *uncertainty*. The most vital quality you can buy in a motor — not only for its convenience and ease-of-operation by every member of the family — but because it is a sure index of absolute reliability and a positive assurance of perfect performance under *every* condition. *Read again what users say!*

"First Turn—Away We Went"

"When arriving at Fox Lake, my motor was at the express office waiting for me. I put the motor on the boat and with the first turn of the wheel, away we went for the fishing grounds." Charles S. Mueller, Chicago, Ill.

"Starts with Marvelous Ease"

"The Super Elto lives up to the claims in your advertising matter, as it starts with an ease that is marvelous." C. H. Curley, Toronto, Ontario.

"Less Than Quarter Turn"

"You cannot emphasize its easy starting qualities half enough. It starts with *less* than 'The Quarter Turn'." Harold P. Vose, New York City, N. Y.

"Lives Up to Its Slogan"

"One sure gets enthusiastic when the Elto lives up to the slogan—starts every time on the quarter turn." J. D. Horlick, Chicago, Ill.

"Beats Them All Hollow"

"We have used several kinds of outboard motors at various times, but the Super Elto beats them all hollow. It starts so easily and runs so smoothly and quietly." Oscar L. Graham, Granite Bay, B. C.

"Has Never Failed"

"I had never before operated an outboard motor, but I took the Super Elto out of the shipping case, hung it on a boat, put in the spark plugs, filled the tank with gas, flooded the carburetor and the second time I bumped the flywheel on compression it started. It has never failed, altho I have had it in rain for hours at a time." Carl H. DuBose, Jacksonville, Fla.

"Most Wonderful Motor"

"You have the most wonderful motor in the world—the easiest starting etc. — I know, I have tried them all." Dr. Cecil M. Sigler, Manistique, Mich.

No More Cranking

"We have a slogan up here—'HE CRANKED AND CRANKED UNTIL HE GOT AN ELTO'." Carroll Smith, New York City, N. Y.

"In a Class by Itself"

"The easy starting and automatic reverse alone place the Super Elto in a class by itself." Mac Burney Byers, Watch Hill, R. I.

"A Revelation"

"My Super Elto started on the first quarter turn. This was a revelation to me, as the pulling and spinning I had seen with other motors were what deterred me from buying an outboard motor sooner." Henry Kutney, Detroit, Mich.

Send for the Elto Catalog!

ELTO OUTBOARD MOTOR COMPANY

Ole Evinrude, *President*

Dept. 2 Mfrs. Home Bldg. Milwaukee, Wis.

"Starts on a quarter turn"

Super Elto

The Building of *Kismet*

(*Continued from page 49*)

and the transom, when set up on the keel, are sufficient to obtain the shape shown on the plans.

A straight yellow pine beam, 8″ x 4″, had best be used upon which to construct the boat unless one has at his disposal a well equipped shop. Taking this beam as a base line, the keel is next set up, after having previously cut the slot for the centerboard. The keel is bent to the required shape by setting blocks of wood under it, as is shown by some of the snapshots. The stem, transom and moulds are then set upon the keel.

The next step is to get the chine logs in place and a ribband at the sheer line. The rabbets in both the keel and the chine logs need not be cut until ready to proceed with the planking. The floors, frames and the two watertight bulkheads are next fitted, the floors being secured to the frame uprights by oak knees, well riveted.

The side planking may now be put on, after cutting the side rabbet in the chine logs and fitting the seam battens in place. The planking is screwed into both the frames and the seam battens, using longer screws for fastening to the frames. This insures an absolutely tight hull and practically no caulking is required.

Upon the completion of this work the deck beams and clamp are put in place and the moulds may then be taken out and the centerboard trunk fitted, after which the

HEIGHTS ABOVE BASE LINE

STATION NO	TRANSOM	0	1	2	3	4	5	6	7	8	9	10	A
BOTTOM OF KEEL	1-10-0	1-6-0	1-3-7	1-1-5	1-0-1	0-11-2	0-11-0	0-11-3	1-0-2	1-1-6	1-3-5	1-6-0	1-9-1
CHINE	1-11-2	1-8-4	1-6-5	1-5-3	1-4-3	1-3-7	1-3-7	1-4-1	1-4-5	1-5-3	1-6-3	1-7-7	1-9-6
SHEER	2-6-4	2-5-6	2-5-3	2-5-2	2-5-2	2-5-4	2-5-7	2-6-4	2-7-1	2-7-7	2-8-5	2-9-4	2-10-6

HALF BREADTHS

SHEER	2-1-1	2-7-2	2-10-2	3-0-5	3-2-2	3-2-7	3-2-6	3-1-2	2-10-5	2-7-0	2-2-1	1-8-1	1-0-7
CHINE	1-10-2	2-4-4	2-8-1	2-10-6	3-0-1	3-0-2	2-11-0	2-8-2	2-4-0	1-10-4	1-4-1	0-8-7	0-1-6
RABBET	0-2-3	0-2-6	0-2-6	0-2-6	0-2-7	0-2-7	0-2-7	0-2-6	0-2-5	0-1-7	0-1-2	0-1-2	0-1-2

OFFSETS GIVEN IN FEET, INCHES AND EIGHTHS TO OUTSIDE OF PLANKING

boat may be turned over and the rabbets in the keel and chine logs may be cut and the bottom planking put on in a similar manner as the side planking.

From this point onward the matter resolves itself into following the drawings and using a bit of common sense.

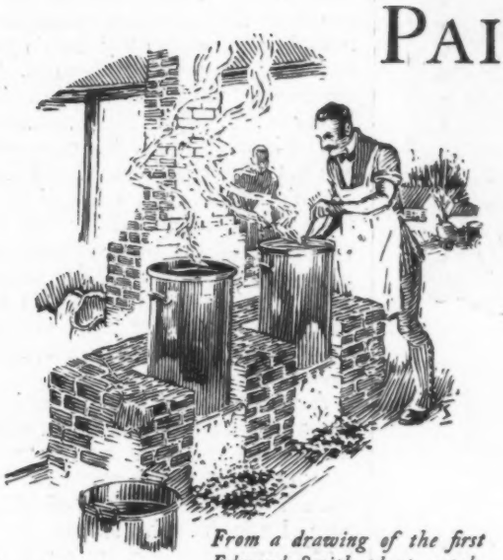
The following is a table showing the lumber required:

Keel, 1 piece — Oak — 1¼″ x 8″ x 18 ft.
Stem, 1 piece — Oak — 4″ x 10″ x 5 ft.
Transom, 1 piece — Mahogany — 1″ x 12″ x 5 ft.
Floors, 7 pieces — Oak — ⅝″ x 6″ x 14 ft.
Frame uprights, 4 pieces — Oak — ⅝″ x 2″ x 10 ft.
Deck beams, 6 pieces — Oak — ⅝″ x 12″ x 14 ft.
Knees (included in deck beams)
Chine logs, 2 pieces — Yellow Pine — 2″ x 2″ x 18 ft.
Clamps, 2 pieces — Yellow Pine — 7/8″ x 3″ x 22 ft.
C. B. logs, 1 piece — Oak — 1¼″ x 8″ x 12 ft.
C. B. trunk, casing, 1 piece — White Pine — 1″ x 12″ x 12 ft.
Cheek pieces, 1 piece — Oak — 1″ x 6″ x 12 ft.
Fore and after in cockpit, 1 piece — 1″ x 3″ x 14 ft.
Seam battens, 6 pieces — Oak — 2″ x ½″ x 16 ft.
Planking, 100 ft. — 9/16″ x 9″ and
Planking, 120 ft. — 9/16″ x 5″ — White Cedar
Decking, 260 ft. — White Pine (T & G) — ⅝″ x 6″
Floor boards, 70 ft. — T & G White Pine — ⅝″ x 8″
Water-tight b'kh'ds (double), 100 ft. — T & G White Pine — ½″ x 6″
Mast step, 1 piece — Yellow Pine — 2″ x 8″ x 3 ft.
Mast partners, 1 piece — Oak — 1¼″ x 10″ x 3 ft.
Cockpit braces, 1 piece — Spruce — ⅝″ x 2″ x 10 ft.
Mast, 1 piece — Spruce or Oregon Pine — 4″ x 4″ x 30 ft. (Straight grained)
Boom, 1 piece — Spruce — 2¼″ x 3 x 16 ft. (Straight grained)
Coaming, 2 pieces — Mahogany — ⅝″ x 5″ x 12 ft.
Facing board in cockpit, 1 piece — Mahogany — ½″ x 4″ x 14 ft. and 1 piece — Mahogany — ½″ x 6″ x 8 ft.
C. B. trim, 1 piece — Mahogany — ½″ x 6″ x 6 ft.
Half rounds, 3 pieces — Mahogany — ⅝″ x 1½″ x 16 ft.

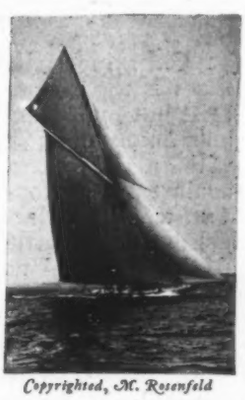
All sizes are finished sizes and the quantity is sufficient to construct the boat completely except for the moulds, which are not an integral part of the boat and may be made of any rough lumber on hand.

We have no apologies for doing a Few Old Fashioned things

in making these PAINTS & VARNISHES



From a drawing of the first Edward Smith plant, established in 1827



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RELIANCE — *Edward Smith's varnish has been used on every defender of the America's Cup*

A MARINE spar varnish can be made in two weeks. If properly aged, however, it may take many months.

In an age of quick commercial methods we have no apologies for preferring the slow thoroughness of this time-proven process.

There is little difference in the can—but a great deal of difference on your boat at the end of a busy season!

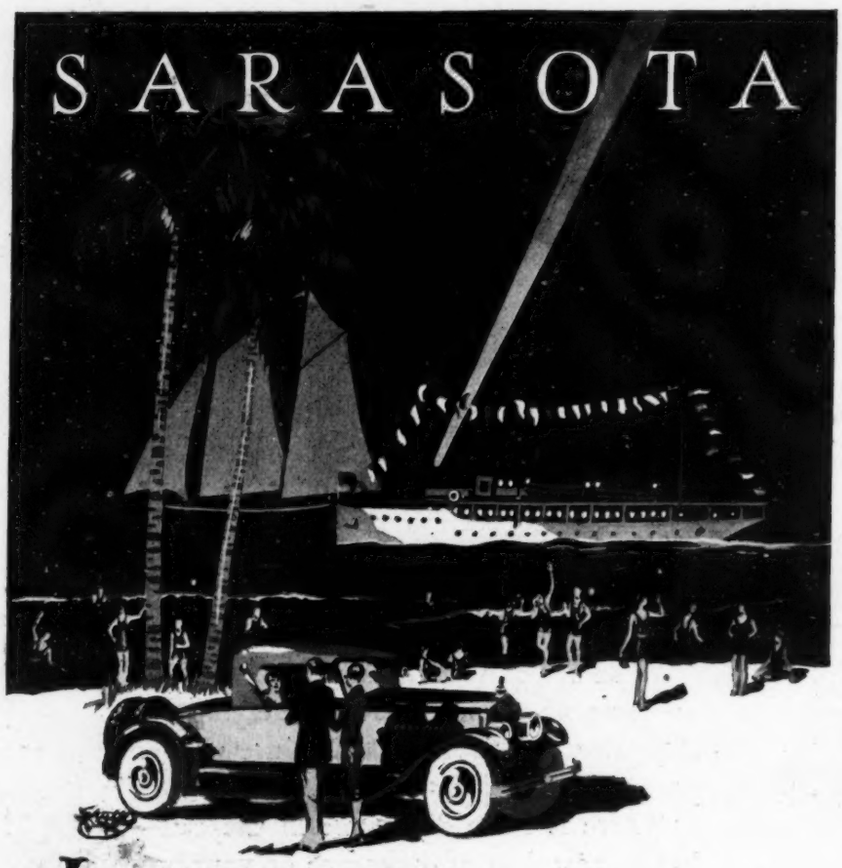
Edward Smith's marine varnishes are not only specially aged but they are made with hard fossil gums—so hard that a temperature of 650° F. must be used to melt them so that they will combine with oil. This explains their unique durability—also their freedom from the eventual deep hairline cracks so characteristic of modern varnishes made with rosin or estergum.

The same quality of materials and workmanship distinguishes Edward Smith's marine paints—deck paints, bottom paints, marine enamels, etc. When you use them you will realize why for almost a hundred years Edward Smith's marine products have been chosen for the finest craft of every type in American waters.

EDWARD SMITH & COMPANY

Manufacturers of Paints and Varnishes since 1827

LONG ISLAND CITY, NEW YORK



June nights in December

THE warmth of June lends summer charm to December nights at Sarasota — "where summer stays and the Nation plays."

December days are delightful days at Sarasota and nights bring restful relaxation in social contact with interesting people.

The Cordial Spirit of this city gives the winter visitor an "at home" feeling which permits of the full and complete enjoyment of all that Sarasota has to offer in healthful, out-door winter recreation.

Come to Sarasota for the Holidays. Enjoy a Christmas and New Year without Snow and Cold. Bathe in the surf — fish in fresh or salt water — play golf — tennis — ride horseback — motor — watch the New York Giants in winter training — see the greyhound or horse races — enjoy every moment of every day.

At Sarasota's numerous reasonably priced hotels, Plantation "Cooks" and famous chefs will delight you with their culinary art and clever musicians will lure you onto the floor with their lilting dance tunes.

Come to Sarasota where Civic Pride demands that the Visitor be made to feel "at Home."

Jules Brazil, Sarasota's official host, will arrange your accommodations and plan your pleasure program without obligation. Write him in care of the Sarasota Chamber of Commerce.

SARASOTA FLORIDA

Where summer stays and the Nation plays

MR. JULES BRAZIL,
Sarasota Chamber of Commerce,
120 Pineapple Avenue, Sarasota, Florida.

Dear Mr. Brazil:
Kindly send me your "pleasure program" for the 1926–7 winter season, together with descriptive literature.

Name.....

Address.....

Racing Season on Barnegat Bay

(*Continued from page 45*)

the B. B. Y. R. A., and the Wolstenholme Cup went to the *Shirrand*, Captain Randy Runyon.

The 20-foot sneakbox class, in previous years the most popular on the bay, and the most typically Barnegat of all the racing yachts in Jersey waters, was extremely hard hit by the growth in numbers of the new Class E sloops. Where in former years there were from 10 to 15 of these scows racing, during the past summer this division dwindled to four boats, with only two figuring seriously in seasonal honors. Commodore Edward Crabbe of the Toms River Y. C. sailed his *Duster* to the championship with 92 per cent as against 75.86 per cent for Franklin Doan's *Edith* of the same club. This class has been killed by the faster racing which the Inland Lakes sloops provide. Inasmuch as the sneakbox is a Barnegat creation, active measures will be taken next season to restore the class to an active racing division.

A new class of boats saw its first season under B. B. Y. R. A. auspices when the 18-foot catboats, long popular at the Atlantic City Y. C., were introduced. *Adios* of the Seaside Park Y. C., sailed by Miss Catharine Thacher, took the championship with 90 per cent.

In the large 15-foot sneakbox classes the usual junior sailing on Barnegat continued on its successful career. In Class A the title went to the *Squidunk* of the Ocean Gate Y. C., skipper Jefferies, while in Class B the honors were extremely close but finally were won by Goodall's *Shufly* of the Bay Head Y. C. with a percentage of 85.86, as against 84.85 for Pete Downer's *Curlew*, of the Mantoloking Y. C.

Edward Schoettle's splendid *Silent Maid* of the Island Heights Y. C. made a romp of the Class B catboat seasonal race and a possible revision of the handicapping system in this class would provide closer competition. Summaries of the classes:

CLASS E SLOOPS

Yacht and Skipper	*Percentage*
Jean, T. Horrocks	82.05
Konowingo, S. Dale	77.78
Shirrand II, Runyon	71.43
Shadow, E. M. Chance	68.25
Oh Min, R. K. Walling	60.32
Viking II, F. Schofield	58.62
Dawn, T. M. Chance	48.41
Sandpiper, E. Schoettle	45.24
Rowdy, W. Wheelock	44.44
Winsom, Hardin	33.91
Trident, G. H. Thacher	23.81
Moby Dick, Bristol	26.98

CLASS A CATBOATS

Tamwock, F. P. Larkin, Jr.	73.58

(*Continued on page 121*)

Racing Season on Barnegat Bay

(*Continued from page 118*)

Spy, F. W. Thacher	73.47
Mary Ann, T. Brooks	58.49
Bat, B. Crabbe	53.06
Lotus, B. Truitt	29.17

20-Foot Sneakboxes

Duster, E. Crabbe	92.00
Edith, F. Doan	75.86
Stormalong, Kean	44.44
Old Soak, sailed less than 80% of races	

Class B Catboats

Silent Maid, E. Schoettle	83.67
Spider, E. Snyder	58.82
Stepper, Brett	50.00
Mouser, J. Atkin	46.30
Wanderer, Dunbar	sailed less
Scat I, Kelsey	than 80%
Me Too, Bailey	of races

18-Foot Catboats

Adios, K. Thacher	90.00
Suds, Wood	68.09
Sand Flea, H. Chance	61.36
Sea Maid, J. Atkin	47.72
Pixie, Letchworth	41.03

Class B 15-Foot Sneakboxes

Shu-Fly, Goodall	85.86
Curlew, Downer	84.85
Gee Wiz, Chandler	75.58
Jerm, Allan	55.81
Marmar, Abbott	47.62
Vita, Debevoise	38.10

Class A 15-Foot Sneakboxes

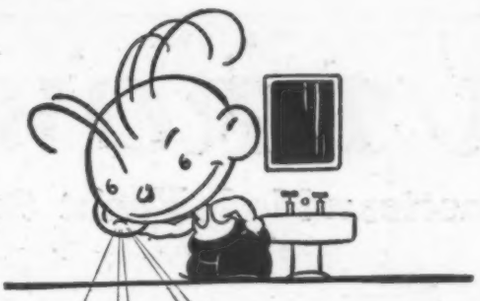
Squidunk, Jefferies	85.37
Mab, Siddons	74.80

Great South Bay Sailors Have Wet Cruise

(*Continued from page 56*)

wind was evidently lighter and the opposing tide less strong. It proved that the difference in the tide was greater than the difference in the wind, and the boats that hugged the shore heard most of the finish guns.

The principal interest this year centered about the boats in the P class. These big sloops are all different and, therefore, give more ground for speculation than the numerous one-design classes. Also they are designed either by Gil Smith or John A. Connolly, the two most successful designers of sailboats for those waters, and there is keen partisanship felt by the admirers of the work of each of these men. Last year the honors went to William M. Crane's *Avis*, a Connolly-designed boat. This year, however, the *Avis* failed to repeat and won nothing but one second place at Bellport. The rest of the honors went to the Gil Smith boats—Warren Leslie's *Eskawaja III*, which won the championship, Northam Warren's *Constance*, J. W. and T. T. Everitt's *Pelican*, and C. Kreiser's *Kid*. The *Pelican*, the smallest boat in the class, is a great time saver and very hard to beat in a blow. She won at Babylon and Bay Shore but finished last in the light airs at Bellport and Sayville, thus losing a champion-



What is the "*man's world*" saying

1. Wash the face
   (but leave it wet)
2. Spread on Barbasol
   (but don't rub in)
3. Shave

"Barbasol cut down my morning task from 20 minutes to 10, or almost enough time saved for the prescribed reading of Dr. Eliot's five-foot shelf of books." — W. E. B., Northampton, Mass.

"No hot water, no rubbing, yet the razor went through the beard as it would through butter, and left face fresh and cool. What has been a complicated process has become as simple as washing the face." — J. H. B., Denver, Colo.

"You can imagine what saving half an hour every morning means to a Florida real estate man!" — G. O. F., Tampa, Fla.

"We are still waiting for Tom Marshall's cigar, but we don't need to wait any longer for a good shaving cream. Barbasol is it!" — M. D., Chicago, Ill.

You can have the full names and addresses on request, but we would rather send you the trial tube, 10c. Line forms on the right. Just use Barbasol three times according to directions — wash the face, spread on (but don't rub in) Barbasol, and shave.

COUPON

The Barbasol Co.
Indianapolis, Ind.

I enclose 10c. Please send trial tube and I'll give it a fair trial.

Name.....

Address.....

Y-11-26

Barbasol
For Modern Shaving

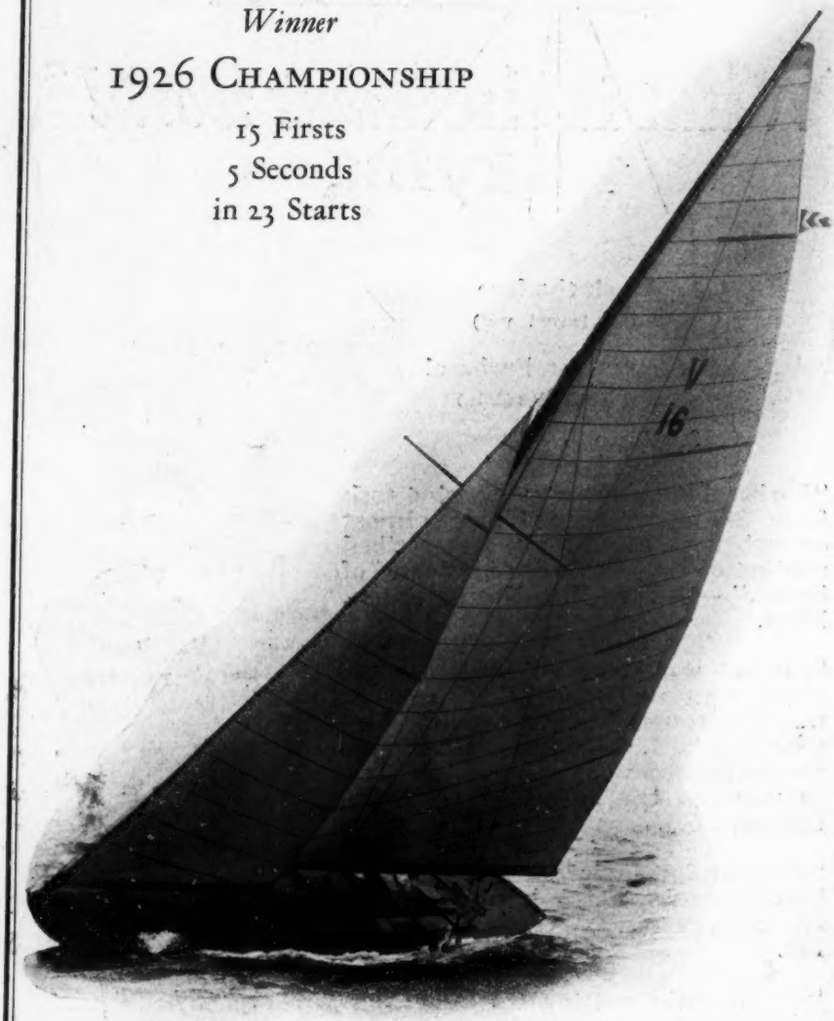
BURROWS

American-Made Yacht Sails

Winner

1926 CHAMPIONSHIP

15 Firsts
5 Seconds
in 23 Starts



BLACK JACK

OWNER and SKIPPER
Theo. S. Clark

BUILDER
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Complete Rigging Loft
Best Plow Steel Wire
Shrouds, Halliards, Sheets, Etc.
Imported Linen Sheet Rope
Slides, Outhauls and Track

GEO. R. BURROWS, Inc.
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Telephones Bowling Green 9062 and 9063

ship that seemed almost assured. The Association Special Prize Cup, awarded to the yacht making the fastest corrected time over the course at Sayville, August 14th, was won by Warren Leslie's *Eskawaja III*.

Championships were awarded as follows:

Class	*Yacht*
P	*Eskawaja* III
Q	*Invader*
R	*Papoose*
Islip	*Fofo*
T	*Dolphin*
AA	*Majesty and Fatima* tied*
V and BB	*Edith S. and Adelaide IV* tied†
Cedarhurst	*Salty*
Indians	*Montauk*
S	*Zym Zym II*
CC	*Teal*
Shore Birds	*Sandpiper*
W	*Teaser*
M	No. 8
SS	No. 9

*Sail off won by Majesty.
†Sail off won by Edith S.

The Season's Championships at Marblehead

(Continued from page 54)

CLASS O, 15-FOOTERS.

Name	*Starts*	*Total*	*Av.*
Surprise	23	20,189	.965
Tipler	23	19,964	.907
Koko	20	15,843	.792
Tip Top	23	17,794	.774
Worrit	20	12,548	.627
Scrapper	18	11,811	.622
Periwinkle	21	12,978	.590
Barracada II	19	10,904	.579
Piccalili	19	10,994	.550
Kayo	21	10,878	.494
Dolphin	18	7,928	.417
Estrella	18	7,828	.413
Marauder	22	9,001	.392
Bimbo II	20	6,452	.323

CLASS T, 14-FOOTERS.

Name	*Starts*	*Total*	*Av.*
Cyda II	22	14,455	.657
Shark	20	12,349	.617
Meteor	19	11,606	.611
Druid	20	11,229	.561
Pekoe	18	10,182	.536
Tease	21	10,537	.502
Nightmare	18	9,144	.481
Dragoon	20	9,333	.467
Sunny	16	7,819	.412

BRUTAL BEASTS
SPECIAL DIVISION

Name	*Starts*	*Total*	*Av.*
Libby B II	21	19,171	.913
Rocket	19	12,421	.654
Celeritas	13	9,523	.501
Tiz II	13	5,572	.293
Cock Robin	16	4,458	.235

FIRST DIVISION

Name	*Starts*	*Total*	*Av.*
Little Dipper	22	15,417	.734
Rowdie	21	13,567	.646
Marilin	22	13,050	.596
Jazz	21	11,600	.552
Arrow	14	6,616	.348

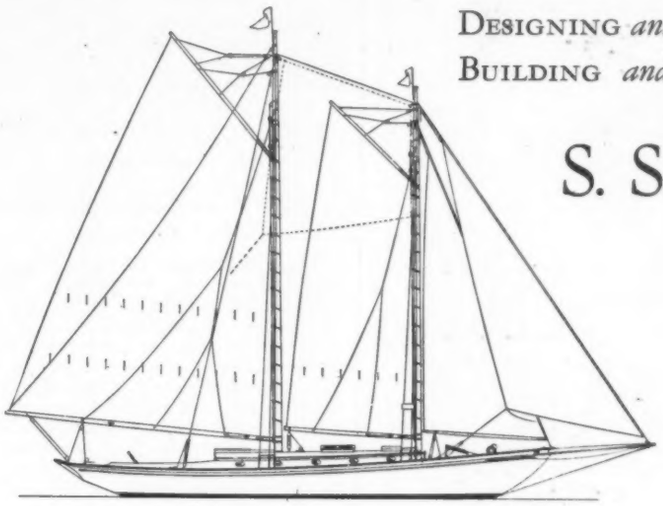
SECOND DIVISION

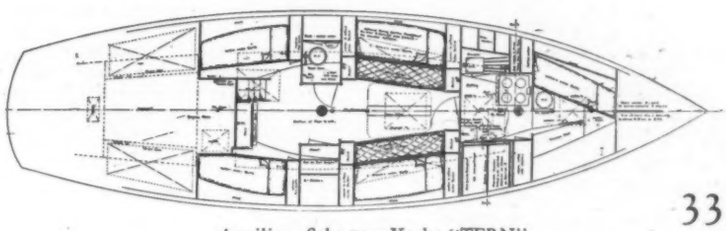
Name	*Starts*	*Total*	*Av.*
Seal	21	15,884	.756
Dart	17	13,095	.689
Gee Whiz	20	12,756	.607
Cee Bee	15	6,838	.360
Peter Rabbit	20	7,190	.342

THIRD DIVISION

Name	*Starts*	*Total*	*Av.*
Periwinkle	21	18,412	.877
Barbes	21	15,125	.720
Sea Weed	20	12,316	.616
Piper	19	11,044	.581
Mada	14	9,856	.519
Ketchup	15	7,424	.391
Blue Flash	14	6,506	.342
Bimbo II	14	6,307	.332
Perch	15	5,753	.303
Wendy	17	3,429	.180

LEONARD M. FOWLE.





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Naval Architect

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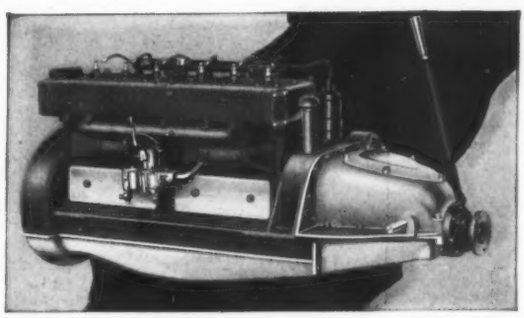

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